# THE AMERICAN ELEVATOR AND GRAIN TRADE

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VOL. XXXVII | 431 South Dearborn St., Chicago, Ill., November 15, 1918 | NO. 5



YOUR CONSIGNMENTS RECEIVE A WELCOME WHICH PROTECTS YOUR VERY OBJECT

**McKENNA & RODGERS**
GRAIN
60 BOARD OF TRADE
CHICAGO

OUR EARNEST APPEAL ASSURES A GOOD DEAL

**SIMONS, DAY & CO.**
GRAIN, PROVISIONS, STOCKS, BONDS.
We solicit consignments and offers of cash grain, also future delivery orders on all exchanges.
322 Postal Telegraph Bldg. CHICAGO
Direct Private Wires to New York and Illinois and Iowa Points

Established 1877
**LANGENBERG BROS. GRAIN CO.**
**GRAIN and HAY**
We Solicit Your Consignments
ST. LOUIS MISSOURI

**Buyers OF Clover AND Timothy Seed**
Mail Samples for Top Market Bids
**Milwaukee Seed Company**
MILWAUKEE, WIS.

**THE ILLINOIS SEED CO.**
GRASS **SEEDS** FIELD
BUYERS CHICAGO SELLERS
*Ask for Samples* *Mail Samples for Bids*
TIMOTHY, CLOVERS, ALSIKE, ALFALFA, MILLETS, RED-TOP, BLUEGRASS, SEED GRAIN, GRAIN BAGS, Etc.

**Carlisle Commission Co.**
(Established 1889)
**Hay and Alfalfa Meal Products**
736-738-746 Live Stock Exchange Building
KANSAS CITY, MISSOURI
(*The World's Greatest Hay Market*)
If you have Hay we want it—if you want Hay we have it. We have unequalled facilities, the largest established trade and outlet. Liberal advances on consignment. Kansas City handling charges the lowest, service the best.
Write Us Your Needs in Alfalfa Meal Get Our Delivered Price

**The WAGNER LETTER**
Covers all markets. Ask for the weekly or daily issue. Has the largest circulation of any grain literature.
Stocks Grain **E. W. Wagner & Co.** Bonds Cotton
Members New York Stock Exchange
Members New York Cotton Exchange
Members Chicago Board of Trade
Continental & Commercial Bank Bldg.
Established 30 years CHICAGO

**Courteen Seed Co.**
MILWAUKEE, WISCONSIN
**CLOVER and TIMOTHY SEEDS**
SPECIAL PRICES ON GRAIN BAGS
*Write Us When Interested*

MITCHELL BLDG. MILWAUKEE
FIRST NAT'L BANK BLDG. BOONE, IA.
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TO-ARRIVE BIDDERS
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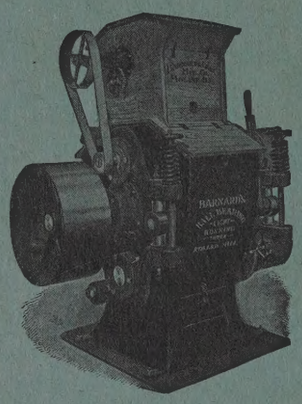
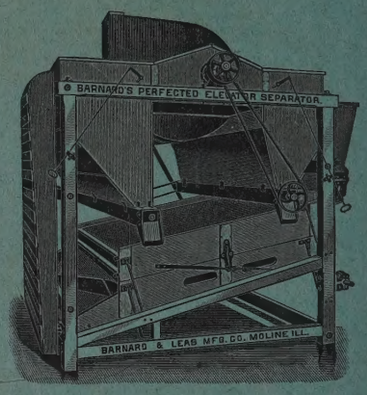
FIRST NAT'L SOO LINE BLDG. MINNEAPOLIS
Consignments, "To Arrive" Offers and Shipping Orders Solicited
Ship Your Grain and Seeds to
C. H. Thayer & Co.,
Established 1892
Rookery Bldg., Chicago
Send us your hedging and future orders in grain, seeds and provisions. Orders executed in all markets.
Satisfaction Service

# Everything for Handling Grain

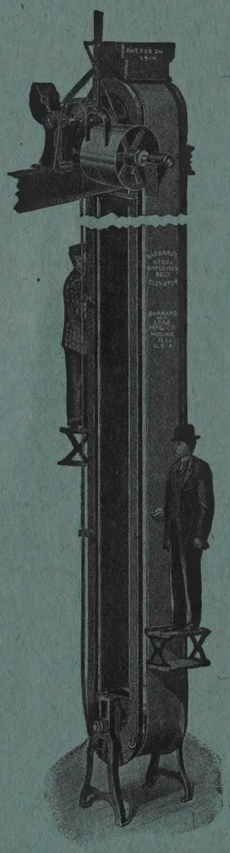
*No need to look farther*



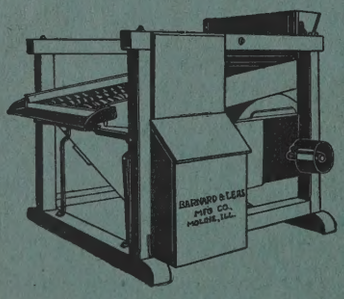
Feed Grinders
Grain Cleaners
Oat Clippers
Oat Separators
Corn Shellers



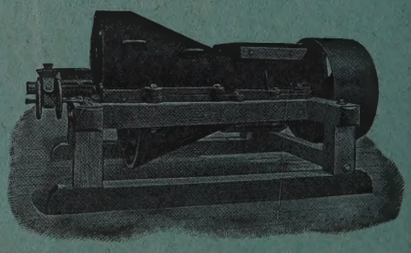

Corn Cleaners
Feed Screens
Corn Rolls
Dust Collectors
Turn Heads
Wagon Dumps
Automatic Scales
Wire Cloth
Perforated Metal
Rope Drives
Friction Clutches
Grain Shovels



Belt Elevators
Man Lifts
Heads and Boots
Belting
Elevator Cups
Steel Conveyors
Belt Conveyors
Shafting
Shaft Bearings
Pulleys
Sprockets
Link Belt




*Write today for circulars concerning any machines which interest you*



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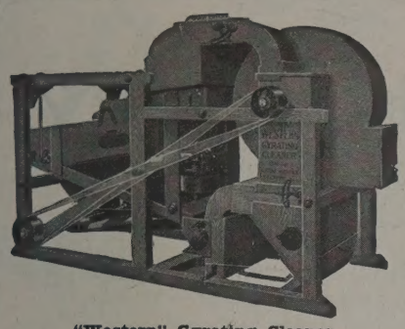
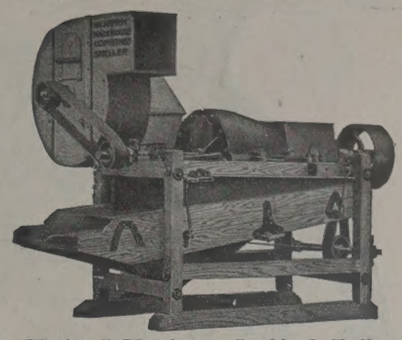
MILL BUILDERS AND MILL FURNISHERS

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



"Western" Gyrating Cleaner



"Western" Warehouse Combined Sheller

# Western Equipment

will greatly increase the efficiency of your plant and help you in reducing operating costs to a minimum.

There are vital features in all WESTERN machines which contribute to the ultimate in effectual operation. They are the crowning achievement of years of study and experience in the manufacture of grain elevator machinery. They are mechanically right. Every angle of their construction has been scientifically determined. Every detail has a reason.

The elevator owner whose plant is equipped with WESTERN machinery is bound to get the biggest profit his business will yield. The tested and proved superiority of our machines, conforms in every way to the most modern elevator equipment standards.

If you appreciate the demand for equipment so dependably efficient, write for catalog.

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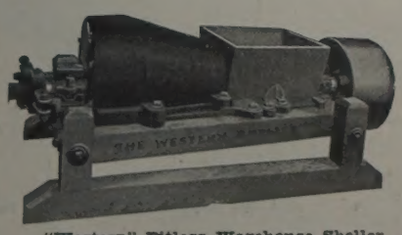
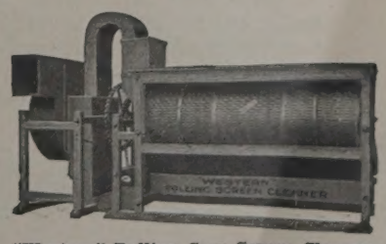
**Complete Line of Shellers Kept at**

**1400-1402 West 12th Street, Kansas City, Mo.**



"Western" Pitless Warehouse Sheller



"Western" Rolling Corn Screen Cleaner

The New Process FLavo

# Earn Big Money

## Expand Your Business With a New Line Both Profitable and Patriotic

Here is a wonderful opportunity to engage in the nation's most needed business — an unrivaled chance for great financial success.

Make flour of wheat and other grains grown at home, milled at home and sold at home to home people. Rich rewards await men with or without previous milling experience. Requires but small investment. Easy terms permit you to pay from profits.

Please read carefully, then send coupon.

Made of Wheat Grown at Home Milled at Home Sold at Home To Home People

The Best Yet

Milled Exclusively on the AMERICAN (Midget) MARVEL MILL

Be the Proprietor of the Best Paying Business in Town

This Mill Will Get You the Grain Business of Your Community.

It Will Be Your Greatest Aid in Solving the Problem of Competition.

Over 1,300 in Successful Operation Throughout the U. S.

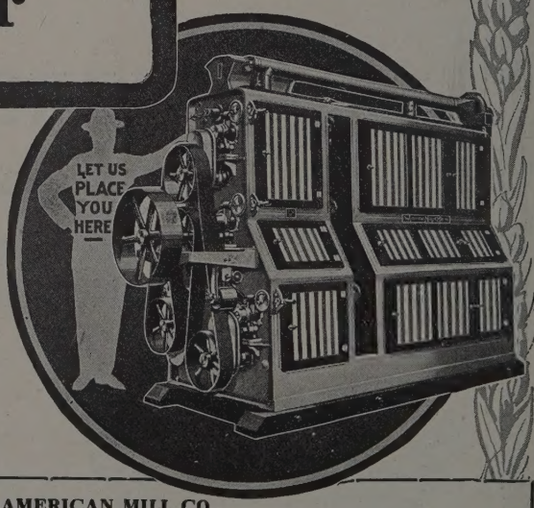
# America's Community Flour

The American (Midget) Marvel Mill can be installed in small space, requires but one man to operate and takes little power. It will produce more pure white, nutritious flour per bushel of clean wheat than any other milling process.

To make success assured, we virtually enter into partnership with you and work with you in the operation of the mill and in building up a profitable business.

Owners of this wonderful mill are entitled to market their flour under our nationally advertised brand — FLavo FLour. It gives them membership in the Community Marvel Millers Association.

Investigate this opportunity. Men of action are the winners in life. Send the coupon now. No three cent investment ever offered you more.




THE ANGLO-AMERICAN MILL CO.,
445 Trust Bldg., Owensboro, Ky.

Send full details of your wonderful flour mill, free trial offer, easy terms and co-operative plan.

Name .....

Business .....

Address .....

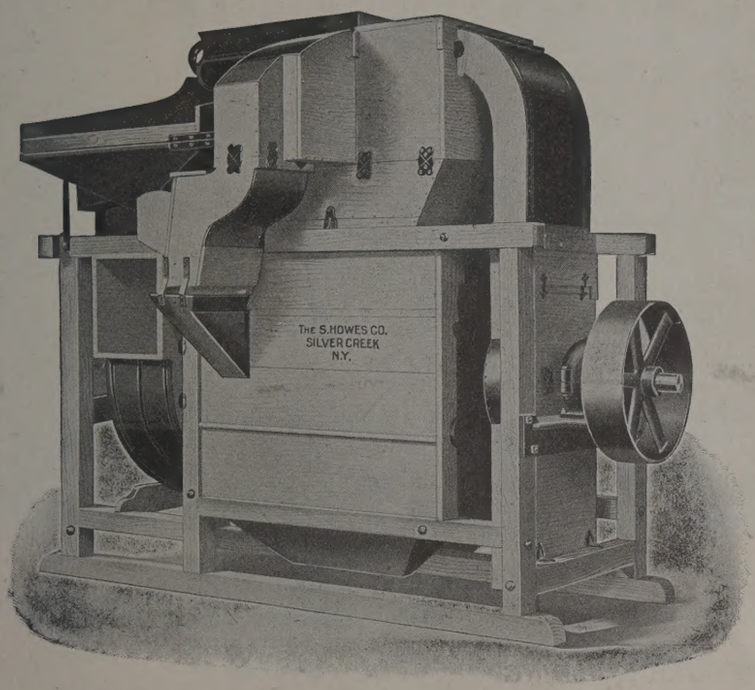
## The Anglo-American Mill Co.

445 Trust Building Owensboro, Kentucky

(245)

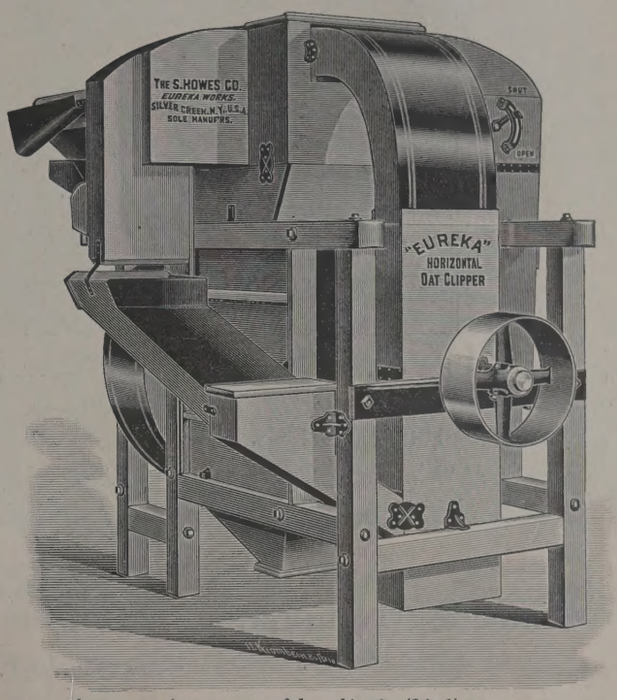
=EUREKA=

# OAT CLIPPERS




A remarkably light running, power saving OAT CLIPPER WITH DIVIDED SELF-BALANCING SHOE

*May we send you copy of our new book (No. 75)*




A very successful combination (3-in-1) OAT CLIPPER—WHEAT SMUTTER—GRAIN SEPARATOR

BUY MORE LIBERTY BONDS

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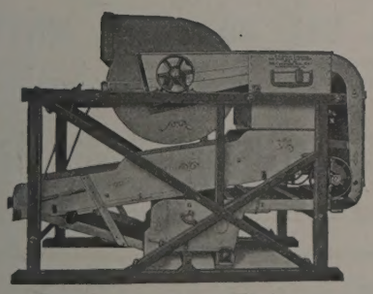
Eureka Works Silver Creek, N. Y.

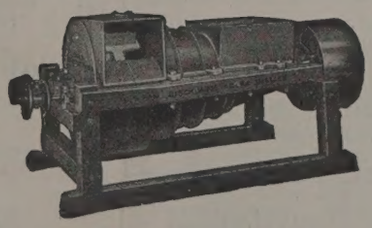
BUY MORE LIBERTY BONDS



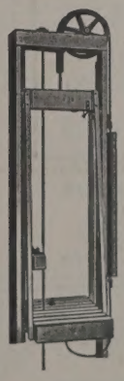
# ONLY machines worthy of your fullest investigation are found in the CONSTANT LINE



The U. S. Grain Cleaner



The U. S. Corn Sheller



The Constant Safety Ball-Bearing Man-Lift

**Everything for the Grain Elevator. We are still making prompt shipments on all orders**

## B. S. CONSTANT MANUFACTURING CO.

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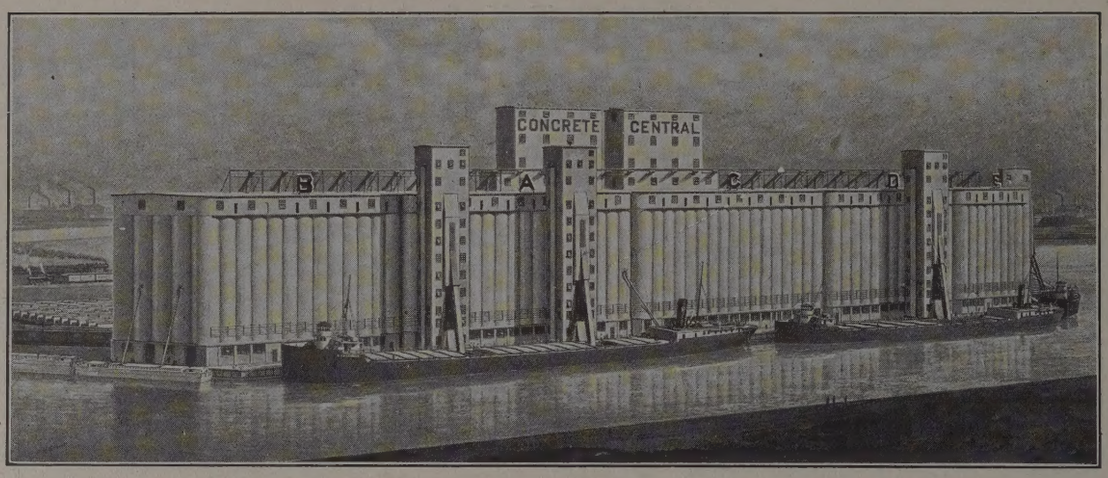


CONCRETE-CENTRAL ELEVATOR, CAPACITY 4,500,000 BUSHELS

THESE "MONARCH ELEVATORS" make it possible to handle expeditiously and economically Buffalo's 200,000,000-bushel Grain Business.

Houses of "Monarch' construction are excelled by none in design, arrangement, and economy of operation.

*Other "MONARCH" Elevators in Buffalo and Vicinity*

**Wheeler**
**Monarch**
**Connecting Terminal**

**Kellogg**
**Buffalo Cereal Co.**

**Superior**
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*CONSULT US BEFORE BUILDING*

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*Engineers and Contractors* **Buffalo, N. Y.**

WAR-TIME ECONOMY is affected by using a paint that will give many years' service.

**DIXON'S**
*Silica Graphite*
**PAINT**

will give such a long service on all exposed metal or wood work. It is used by many of the leading industrial concerns throughout the entire world. Made in First Quality Only for over Fifty years. Send for Booklet No. 17-B. It will interest you.

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**FUMIGATION METHODS**
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## Transit Leaks

are unknown to the grain shippers who use

# KENNEDY Car Liners

Enormous Increased Sales prove the Efficiency, Merit and Serviceability of these liners.

**The Kennedy Car Liner**

is the only device offered the grain shipper that makes a car Leak-Proof. Cheap—Modern—Profitable. *Write now for particulars.*

THE KENNEDY CAR LINER & BAG CO.
Shelbyville, Indiana, U. S. A.

SEE THAT YOUR CONTRACT CALLS FOR

# THE CUTLER MEAL DRYER

All Metal Steam Dryer

SOLD BY ALL MILL FURNISHERS

Not An Experiment

**IN SUCCESSFUL USE 40 YEARS DRYING**

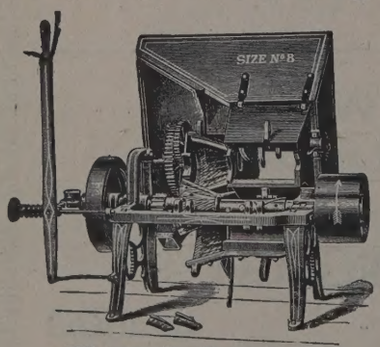
CORN MEAL, HOMINY, BREWERS' GRITS AND MEAL, AND ALL CEREAL PRODUCTS. ALSO SAND, COAL DUST, GRAPHITE, CLAY, ORES, ETC.
Automatic in operation, requiring no attention

**THE CUTLER CO., North Wilbraham, Mass.**

CATALOG ON REQUEST

# Make Food Grinding More Profitable!

**Bowsher's "Combination" Mills do this**




Mill opens like this in six minutes.

Because their large capacity, cone-shaped grinders and positive self ear feeders are properly designed to direct every ounce of power energy to the actual reduction of the grain.

Crush and Grind ear corn, husked or unhusked, alone or mixed with any kind of small grain in any desired proportion. Reduce the material to any fineness desired for feeding purposes.

11 Sizes, 2 to 25 H.P.

Sold with or without Sacking Elevator.

**The N. P. Bowsher Co., South Bend, Ind.**

# RID-of-RATS

The only Exterminator of Rats and mice that can be used where Food is manufactured or stored and requires no mixing or mussing.

NON-POISONOUS

No dead bodies found on the premises, because the Rodents after taking Rid-of-Rats will run until death if an avenue of escape is left open. Millions are using it. Thousands of unsolicited testimonials from all trades and farmers.

Patented and in use over six years. Price $1.00 per lb. in bulk, or $1.80 per doz. 15 cent boxes. If not carried by your dealer write direct to the Patentees and sole Manufacturers.

**BERG & BEARD MFG. CO., Inc.**

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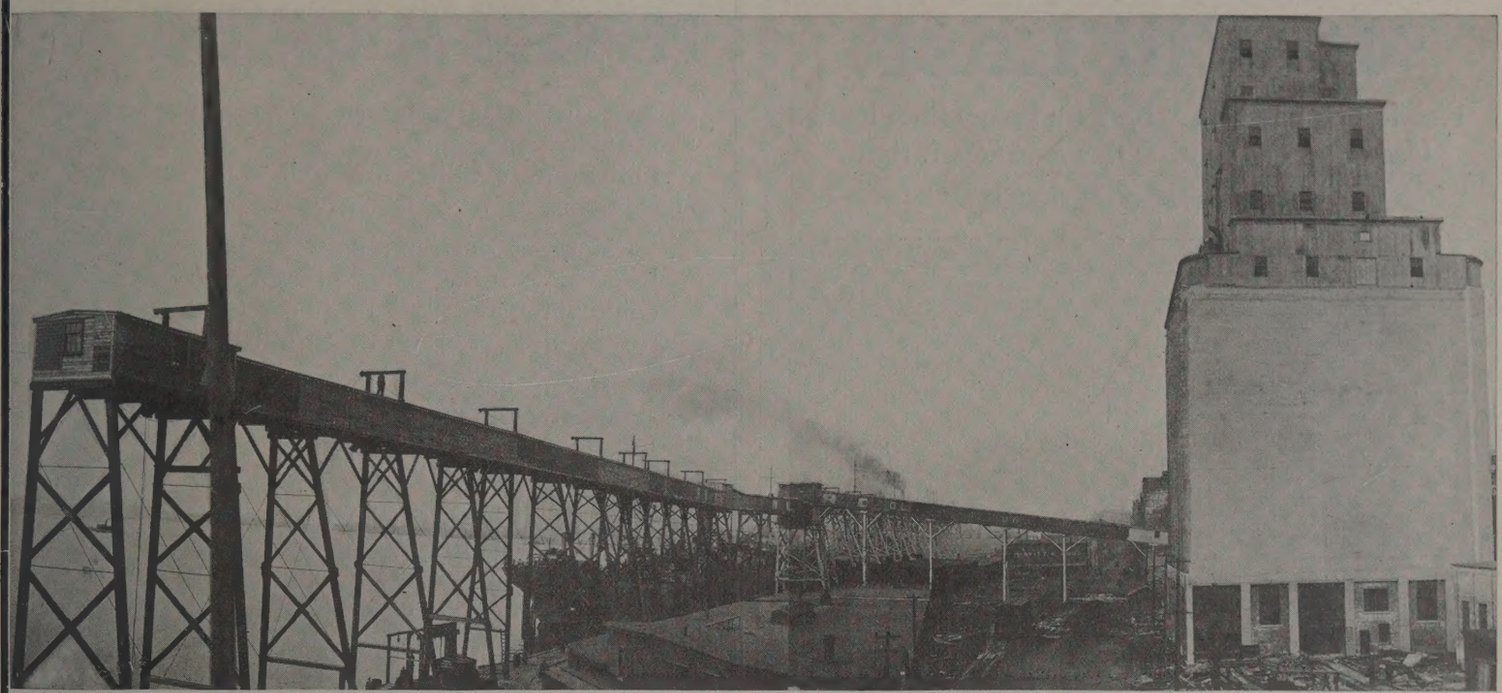
Southern Distributing Agency, W. L. Crawford, Lexington, N. C.



Canadian Government Railway's Elevator and Gallery System, St. John, New Brunswick.

**Recently Completed** **Capacity 500,000 Bushels**

**Designing and Consulting Engineers for Entire Work**

# JOHN S. METCALF CO., Limited

*GRAIN ELEVATOR ENGINEERS*

54 St. Francois Xavier Street, Montreal, Canada 36 Southampton Street, Strand, London, W. C. England 395 Collins Street, Melbourne, Australia 108 S. LaSalle Street, Chicago, Ill.

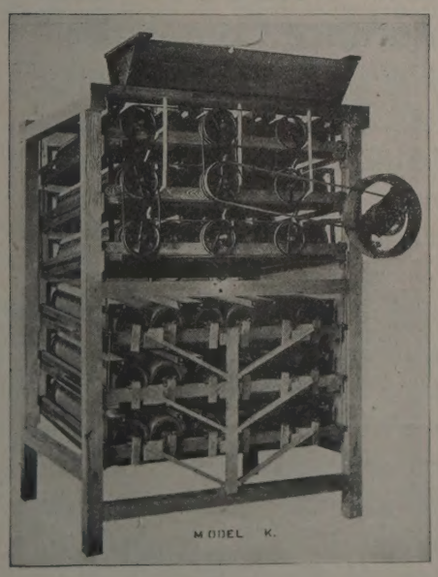
# To the Seed Trade!

After eight years of experience and close attention in our own seed cleaning house and other seed cleaning houses in separating Buckhorn and Rape from Clover Seed and Alfalfa we have developed and are now manufacturing

**The Improved**

**KING**

**Buckhorn Machine**




which we declare Perfectly Practical and Practically Perfect in its work. The shortening of the reels to four feet has increased its cleaning efficiency 100 per cent and reduces the floor space requirement so essential in any work house.

The small horsepower necessary, due to the center drive feature, the individual feed arrangement, the seed delivery to one central spout, the principal of cleaning, the simplicity in construction, minimum wear and the capacity and quality of the work governed by the incline of the rails makes the machine a necessity in every plant where seed cleaning is done.

Write today for a "King" booklet describing fully the merits of this machine. Do it now.

**KING MANUFACTURING CO.**

**NORTH VERNON, - - IND., U. S. A.**

# Over Fifty Emersons

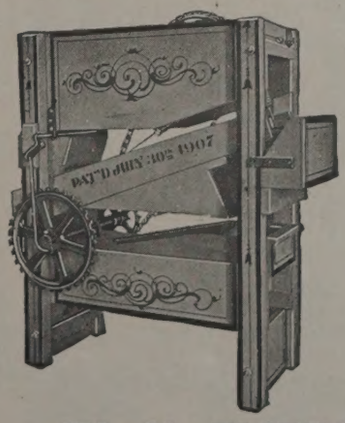
*in use by*

*The U. S. Grain Standardization Bureau*

Over 50 Emerson Wheat Testers, or Emerson Kickers, as the Government officials call them, are found in the different laboratories and inspection departments of the U. S. Grain Standardization Department. They are being recommended to the milling and grain trade by the Government officials as the most satisfactory device or machine for determining the actual amount of dockage in each sample of wheat.

**Guess Work a Thing of the Past in Grading Wheat**

The Emerson makes an absolute perfect separation of the oats from the wheat, not one kernel of oats left in the wheat and not a kernel of the wheat lost with the oats. Eliminates all guess work. All disputes between buyer and seller are settled on the spot. Avoids any feeling about doubtful dockage. Farmers prefer selling where the test is made with the Emerson Tester or Emerson Kicker.




**Over 8,000 Emersons In Use**

Any number of elevator companies are using from 25 to 50 Emerson Kickers and from that on to 250, depending upon the number of elevators they operate. Hundreds of smaller elevator companies and mills are using from 1 to 5 machines. In addition there are hundreds of flour mills, state grain inspection departments, commission houses, grain buyers, boards of trade and U. S. Grain Standardization Bureau all using Emerson Kickers for determining dockage in wheat.

**The Emerson Guarantee**

The Emerson Kicker is sold with an absolute guarantee to do exactly as we claim or money will be refunded. It has proved itself to be a splendid investment for milling and elevator companies. Let us prove it to you. Write today for pamphlet giving full description and unsolicited comments by prominent Emerson users.

**W. H. EMERSON & SONS**

**Detroit, Mich. :: :: Windsor, Ont.**

PACIFIC COAST AGENTS:
J. J. Ross Mill Furnishing Co., Portland, Oregon.
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# It Will Last

Reinforced concrete. Built for heavy floor loads.
Uses the daylight. Tracks arranged right.

**"Macenco Results"**

1500 barrel Mill, 300,000 bushel Elevator and 500 H. P. Diesel Power Plant of the Kansas Flour Mills Company, Great Bend, Kansas.

**Macdonald Engineering Company**
53 West Jackson Boulevard
CHICAGO

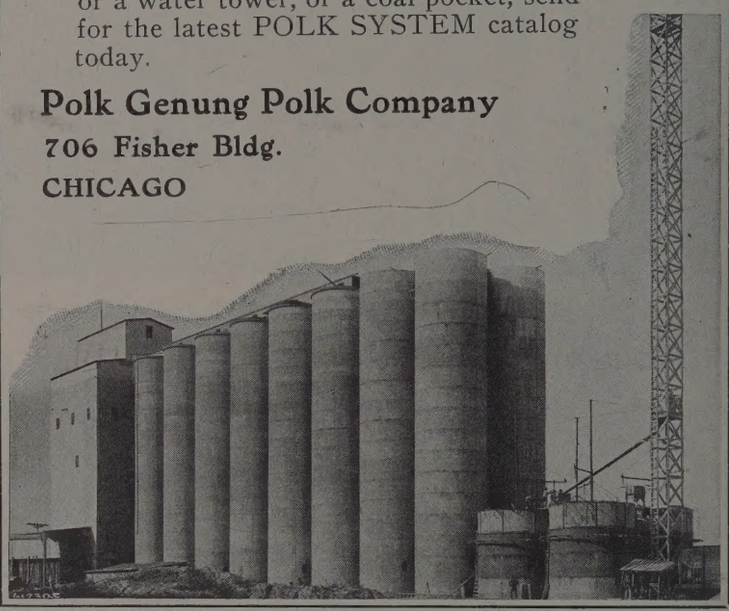
# PERFECT ALIGNMENT

in grain bins, water towers or coal pockets is absolutely necessary. It is one of the most noticeable qualities of well built concrete structures.

You see perfect alignment in all POLK SYSTEM work. The POLK SYSTEM machine automatically builds true to circle, true to wall thickness and true to perpendicular.

If you contemplate building storage, or a water tower, or a coal pocket, send for the latest POLK SYSTEM catalog today.

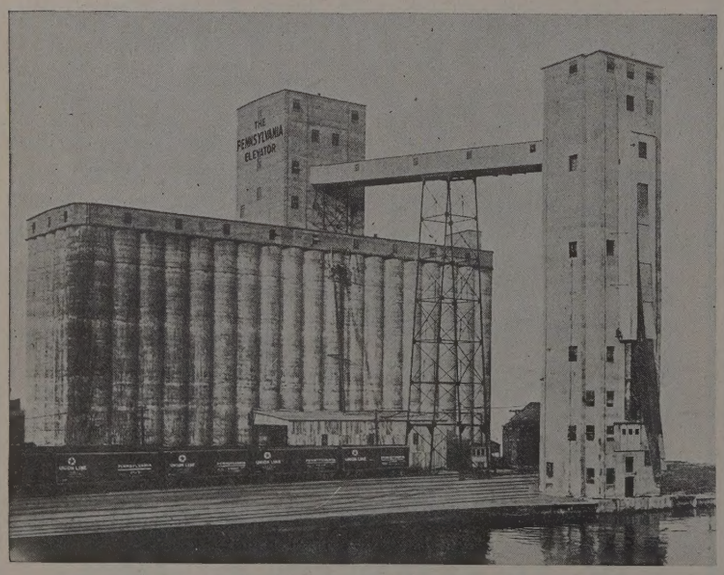
**Polk Genung Polk Company**
706 Fisher Bldg.
CHICAGO



# FOLWELL-AHLSKOG CO.

## Engineers and Contractors

*Designers and Builders*
OF
Grain Elevators, Flour Mills, Industrial Plants, and other Engineering Works




PENNSYLVANIA RAILROAD COMPANY ELEVATOR, ERIE, PA.

1,250,000-bushel Concrete Workinghouse and 25,000-bushel Marine Tower. Reinforced Concrete. Latest improvements. Write us for designs and estimates.

2051-6 McCORMICK BUILDING, CHICAGO

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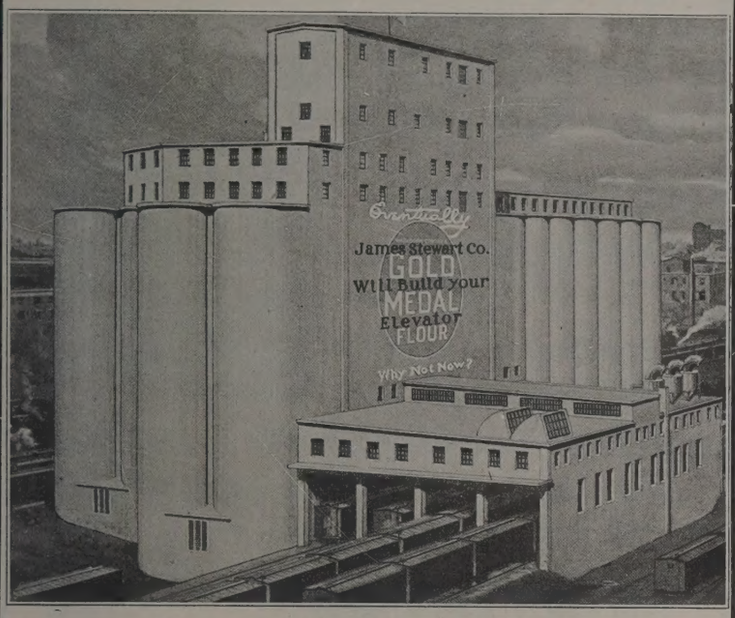
*of the*

## Flour Mill and Grain Elevator Mutual Insurance Companies

show that 80% of all fires in Mills or Elevators start in elevators. The installation of an automatic feeding device which will positively prevent an elevator choking from over-feeding and an automatic relief which will prevent an elevator choking from bin getting full or spout choking, will annually save millions of dollars in fire loss and add at least 50% to efficiency of any stand of grain elevators. These devices are perfected and are available for mill and elevator owners, are very inexpensive and absolutely practical. Full particulars will be furnished, free of charge by this office, on request.

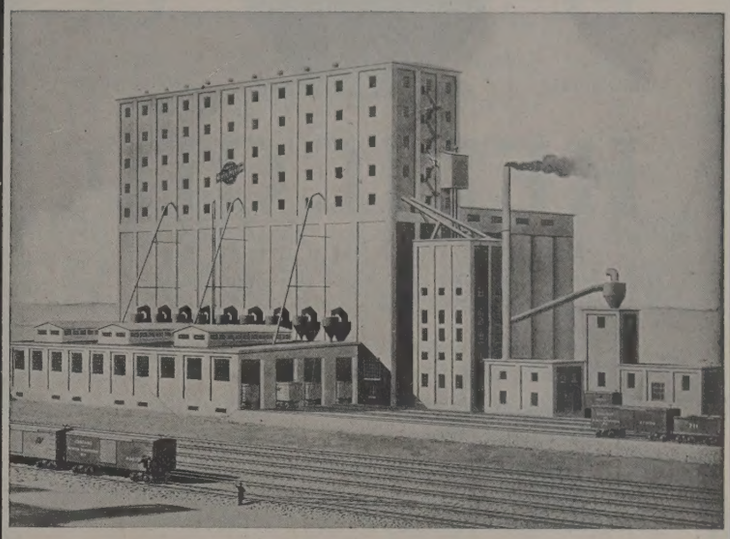
**Mutual Fire Prevention Bureau**
OXFORD, MICHIGAN

**TWO MILLION BUSHEL FIRE PROOF RECEIVING ELEVATOR**
FOR
**Washburn-Crosby Company**
**Minneapolis, Minn.**




*Write us for designs and estimates*
We Design and Build Elevators, any type of construction, in any part of the World.
**JAMES STEWART & CO., Inc.**
GRAIN ELEVATOR DEPARTMENT
Fifteenth Floor of Westminster Building CHICAGO, ILL.
W. R. SINKS, Manager

Chicago & Northwestern Railway Company's New Reinforced Concrete Grain Elevator Being Built at Council Bluffs, Iowa, for the Updike Grain Company of Omaha, Neb.



Our experience covers every branch of grain elevator building work as well as any type or style of construction to meet requirements in any locality.

*Designs and estimates promptly furnished.*

**Witherspoon-Englar Company**
1244-1250 Monadnock Bldg. CHICAGO, ILL.

CONTRACTORS FOR **GRAIN ELEVATORS**
COMPLETE WITH MACHINERY INSTALLATION
**DEVERELL, SPENCER & CO.**
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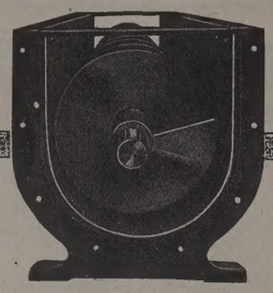
**L. A. STINSON**
CONSULTING ENGINEER
*H. E. GODFREY, Civil Engineer*
REFERENCES: Some of the biggest and best grain elevator plants in the country
**National Life Building Chicago, Ill.**
*Grain Driers, General Overhauling and Improvements*

**Reliance Construction Company**
Furnish Plans, Estimates and Build
COUNTRY GRAIN ELEVATORS
Our long experience as a builder of elevators insures you an up-to-date house. Write today.
625 Board of Trade Building, INDIANAPOLIS, IND.

**BALLINGER & McALLISTER**
CONTRACTORS - DESIGNERS
Grain Elevators Ear-Corn Plants
COMPLETE
Unity Bldg. Bloomington, Ill.

**The Barnett & Record Company**
GENERAL CONTRACTORS
Designers and Builders of
**Grain Elevators, Flour Mills and Heavy Structures**
Reinforced Concrete and Steel Ore Dock constructed at Superior, Wisconsin, for the Allouez Bay Dock Company. Entirely Fireproof.
*Write for Designs and Estimates*
OFFICES:
Minneapolis, Minn. Duluth, Minn. Fort William, Ontario



Section of Old Style Flight

Section of Helicoid Flight

# HELICOID

**Helicoid** conveyor has a stronger flight and a heavier pipe than the same diameter of old style conveyor, and

**Helicoid** flight and pipe are put together so they support and strengthen each other.

**Helicoid** flight has a shovel edge. Other has blunt edge.

**Helicoid** flight is one continuous strip of metal end to end of pipe. Other is short sections lapped and riveted together every turn or half turn around the pipe.

**Helicoid** is a smooth, nicely-balanced spiral, and has no joints to wear out and open up.

**Helicoid** requires fewer repairs, and less power to drive it.

**Helicoid costs no more** than inferior kinds of conveyor; it's all-round satisfaction at the same price.

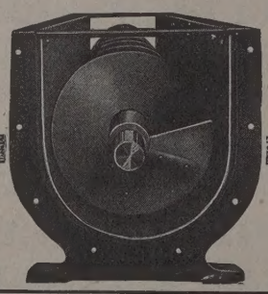
Caldwell | Helicoid

Ask about our Steel Conveyor Boxes, too.

## H. W. Caldwell & Son Co.

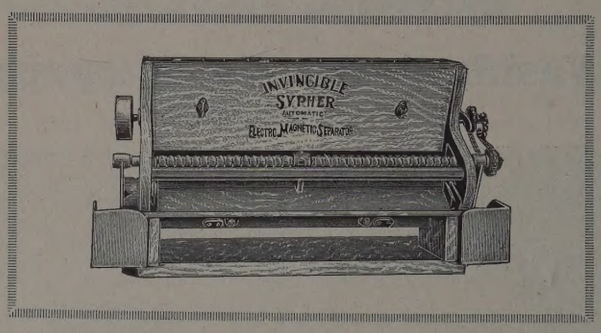
**17th St. and Western Ave., Chicago**

Dallas, Texas: 711 Main St.



New York: Fulton Building Hudson Terminal 50 Church St.






THE "TRAFFIC COP" that can be employed by anyone handling grain.

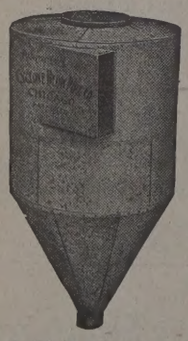
Stationed ahead of the Rolls or attrition mill, he is always on the job and never asleep when the machinery is running.

He will arrest any iron particle that will if allowed to continue on its way, set fire to your buildings. CALL UP HEADQUARTERS.

## Invincible Grain Cleaner Co.

**Silver Creek, N. Y.**





# SAVE

**for the Government**
**for Democracy**
**for YOURSELF**

by installing a *CYCLONE DUST COLLECTOR*

Very many modern large and small grain elevators are equipped with our system.

*Write*

**CYCLONE BLOW PIPE CO.**

**2542-52 Twenty-first Street, Chicago, Illinois**

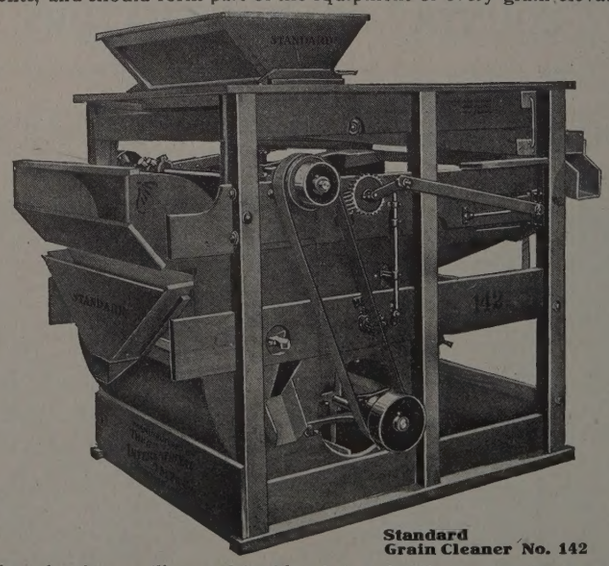
Complete new systems installed on modern plans and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

***Let Us Tell You HOW***



## A Standard Cleaner in Your Elevator This Year Will Assure Standard Grades.

THIS No. 142 Standard Grain Cleaner is especially valuable as a small receiving separator, requires little power, is easy to install, is a moderate-priced machine, **will make your wheat grade equal to any,** and **better** than many, and is an example of war-time economy. It contains valuable improvements, fully protected by patents, and should form part of the equipment of every grain elevator.



**Standard Grain Cleaner No. 142**

Write today for our illustrated booklets before deciding on your new equipment. It will mean money in your pocket this year.

**INTERNATIONAL MFG. CO.**

**CRESTLINE, - - OHIO**



**Elwood's Grain Tables,** A book needed by every miller and grain dealer. It shows the value of any number of bushels or pounds of wheat, rye, oats, corn or barley at any given price from 10 cents to $2.00 per bushel. Cloth bound, 200 pages. Mailed on receipt of price, $1.25, by MITCHELL BROTHERS PUBLISHING CO., 431 S. Dearborn St. CHICAGO

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No need to wait for a travelling representative. This book on your desk offers instant contact with one of the largest general stocks of supplies and equipment in the country.

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It brings the "Central Market" to your desk. Yours immediately on request; 1100 useful pages. Address Dept. 23.

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Machine Shop Eq'pm'nt
Machinists' Tools
Marine Eq'pm'nt and Hardware
Mill Supplies
Nails
Nuts
Oils
Packing
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Paving and Cement Finishing Tools
Pile Drivers
Pipe
Pipe Fittings
Plumbers' Supplies
Pumps
Railroad Supplies
Roofers' Supplies
Rubber—Oiled Clothing
Ship Builders Eq'pm'nt and Tools
Screws
Tackle Blocks
Tents
Well Diggers' Tools
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Wire Rope

**GEO·B·CARPENTER & CO 440 NO. WELLS ST. CHICAGO**

Beall
THE MARK OF QUALITY

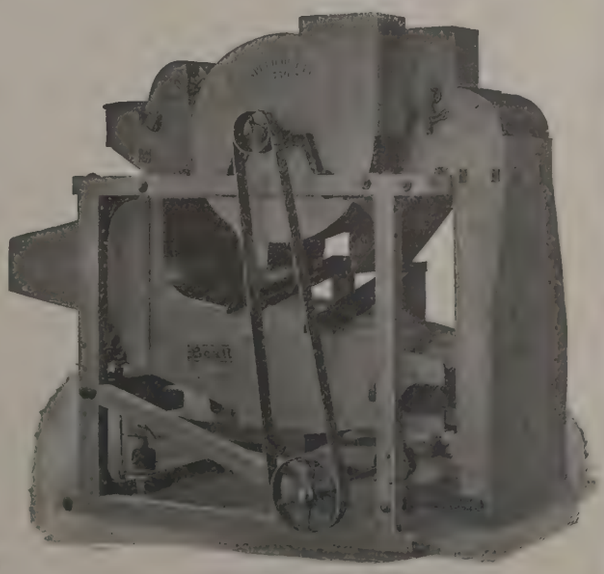
# The Reputation of Warehouse and Elevator Separators

## Represents Years of Machinery Making Experience

They cut cleaning costs and cleaning time and will eliminate all uncertainty about how your grain will grade up.

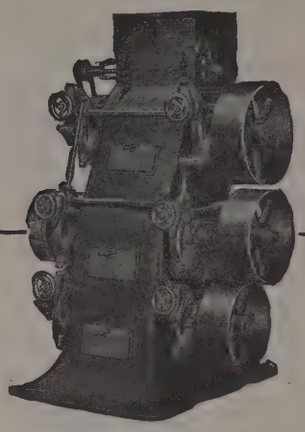
The cleaning department is the most essential part of a grain elevator today. Beall separators simply and entirely meets this necessity and will prove a source of profit in your plant.

Write for full information.



BUILT IN TEN SIZES

**THE BEALL IMPROVEMENTS CO.**
Incorporated
DECATUR - - - - ILLINOIS



## You need this sturdy, capable, general purpose mill

For grinding feed, table corn meal, pearl meal, linseed, etc., you can use this mill with great profit. This mill is built by men who know milling conditions, for those who want the best in milling equipment.

## N. & M. Co. Three Pair High Mill

It has the characteristic N. & M. Co. rugged strength combined with flexibility of operation necessary to handle widely different stocks. Will grind extremely fine, medium or coarse, just as you wish.

Solid one piece cast frame—doors for examining stock beneath each pair of rolls—Ansonia rolls with our easy running, long wearing, collar oiling bearings—one lever simultaneously spreads or closes all three pairs of rolls—any pair of rolls may be removed without disturbing the others—furnished with either belt or gear drive on slow side.

**See book on Mills, No. 1290 for details.**
**If you haven't got it we will send it on request.**

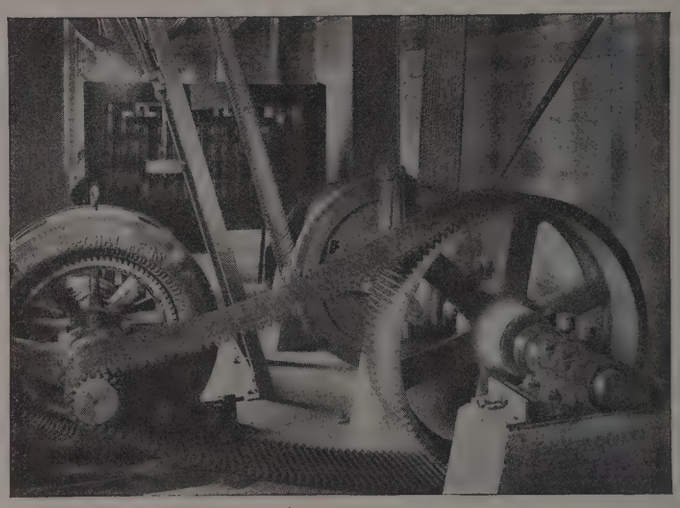
Everything for the Modern Mill

**Nordyke & Marmon Co.**
*"Food Will Win the War"*
INDIANAPOLIS, IND.
Established 1851

Ask for Catalogs on any Equipment you need

*America's Leading Mill Builders*





100-H. P. "Morse" in Soo Line Terminal Elevator, Having 39 Drives, Total 1440 H. P.

## Cost-Finding and Cost-Keeping

are the
First Essentials of Prudent Management and Success

Find your "Belt Slip."
Consult every Authority.

YOUR greatest loss is that pernicious, silent, ever-present, insidious loss of slipping belts, large with new belting under most careful conditions, but with old, greasy, poorly laced and loose belts a ruinous, wasteful loss. Consult the Text Books.

DO you know your accumulated loss due to the series of belts between your power and producing unit, and the unnecessary fuel that you are using and your loss in production? Consult the Authorities.

***Flexible as a Belt—Positive as Gears***

MORSE ENGINEERING SERVICE.

AIMS by thorough analysis of your power service to determine what can be done to increase production at the same time lowering costs and maintenance, submitting reports of the individual specializing expert, going deep into your problem showing the saving in space and construction costs. Assistance without obligation.

Let us have your general layout and design a chain drive to suit the special existing conditions.

MORSE Drives insure profits against competition.

LARGEST MANUFACTURERS OF CHAIN DRIVES IN THE WORLD.

## Morse Chain Co., Ithaca, N. Y.

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PITTSBURGH, Pa., Westinghouse Bldg.
SAN FRANCISCO, Cal., Monadnock Bldg.
ATLANTA, Ga.....Earl F. Scott, M.E. Candler Bldg.
CANADA.....Jones & Glassco, Regis'd Montreal, St. Nicholas Building. Toronto, Bank of Hamilton.
KANSAS CITY, Mo., Morse Engineering Co. R. A. Long Building.
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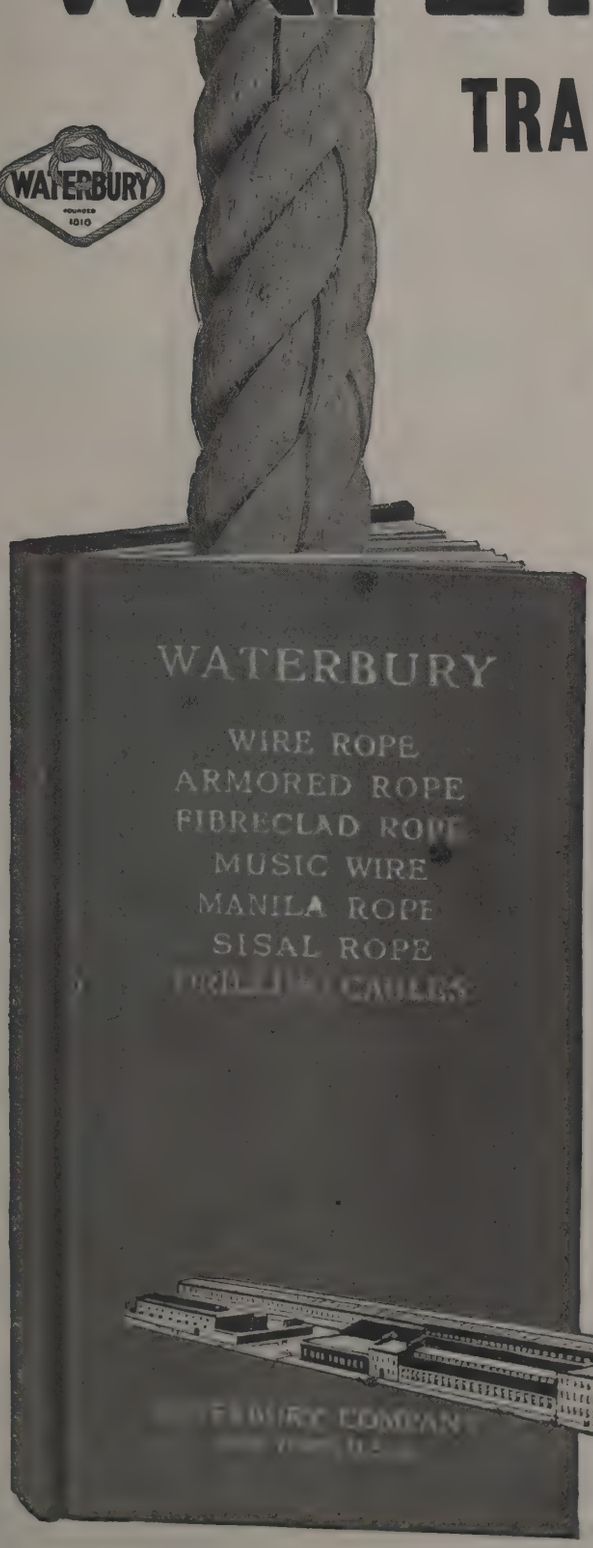
ST. LOUIS, Mo., Morse Engineering Co. Chemical Building.
LICENSEES FOR EUROPE AND EASTERN HEMISPHERE
The Westinghouse Brake Co., Ltd. 82 York Road, King's Cross, London, N.

1919 Diary and Memorandum Book in press. Secure copy. Give firm name, position, address.

# WATERBURY

## TRANSMISSION ROPE




IT is most important that great care be exercised in the selection of Transmission Rope, which should be uniform in diameter and weight throughout its entire length to secure even alignment where a number of laps of rope are used and durability is desired. It is also necessary to have the rope well lubricated so as to preserve it.

Waterbury manufacturing care and Waterbury experience—more than a century of it—assure for you the utmost in quality and attention to the pre-requisites of Transmission Rope.

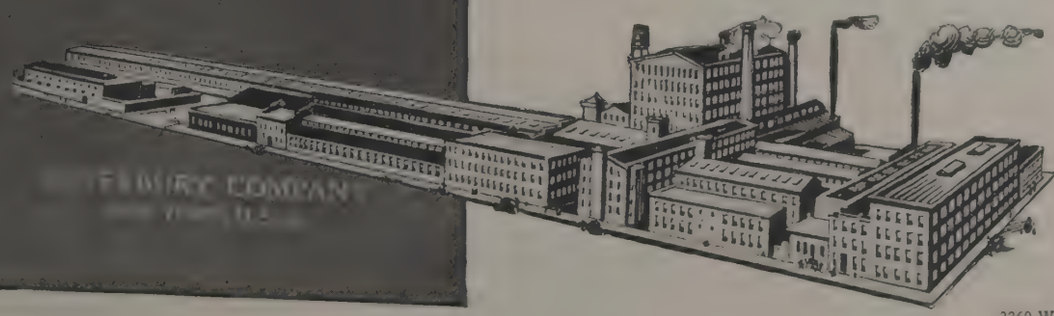
CATALOG

**A 220-page Cloth Bound Rope Manual covering all kinds of Rope—Wire, Armored Wire, Fibre and Fibreclad mailed free upon request.**

**WATERBURY COMPANY**

**63 PARK ROW, NEW YORK**

CHICAGO.....1315-1321 W. CONGRESS ST.
SAN FRANCISCO.....151-161 MAIN ST.
DALLAS, TEXAS.....A. T. POWELL & CO.
NEW ORLEANS...1018 MAISON BLANCHE BLDG.



2260-W

# CINCINNATI'S

## Hay Receipts Increase 100%

**The hay receipts in the Cincinnati market during the last six months have increased over 100% due to the adoption and operation of the new**

## Hay Plugging System

**a method of inspecting each and every car handled in this market**

GWYNNE BUILDING
New Home of the Cincinnati Grain & Hay Exchange.

### Best for the Shipper
### Best for the Buyer

The plugging method of car inspection makes it possible to sell hay on its merits, or feeding value, and is the surest and safest for country shippers to depend on. It also gives the buyer full assurance as to the quality and grade of hay he is purchasing.

It is Cincinnati's endeavor to serve the trade to its entire satisfaction, always, and to this end the Grain and Hay Exchange leased four tracks on Front Street from the L. & N. R. R. at a high annual rental, for the purpose of plugging and inspecting each and every car of hay handled in Cincinnati. These tracks will accommodate over 100 cars.

This improved method of car inspection assures the shipper and buyer of hay a true, honest inspection and a true, honest price on every car of hay received and shipped at this market. When the car is sold no appeal for re-inspection is permitted.

Cincinnati is the logical gateway to the South and East, which, together with the splendid local demand, makes it a most profitable market for shippers and buyers of hay.

**When shipping or buying that next car of hay try any of the following firms of the**

## Cincinnati Grain & Hay Exchange

Blumenthal, Max
Brouse-Skidmore Grain Co., The
Cincinnati Grain & Hay Co., The
Cleveland Grain Co., The
De Mollet Grain Co.
Dorsel Co., The
Early & Daniel Co., The
Eikenberry-Fitzgerald Co., The
Fitzgerald Bros. Co., The
Gale, A. C., Grain Co., The
Gowling, Alfred
Granger, Dan B., & Co.
McQuillan & Currus
Maguire & Co.
Mutual Commission Co., The

# Tropical

The name Tropical is a guarantee of superior paint production. Supreme quality has been and always will be the guiding policy of the Tropical Institution. When you purchase a Tropical product you are practicing genuine economy because the cheapest paint is the paint of highest quality. Tropical is synonymous with paint protection.

## For Outside Painting Try TROPICAL ELASTIKOTE

Two-thirds of the entire cost of any paint job is expended for labor. The expense of the paint itself is only one-third of the total. That is why elevator men find Tropical Elastikote the most economical paint on the market.

Tropical Elastikote is especially mixed and prepared to withstand the fiercest abuse from sun, wind and storm. It is unusually long wearing and as a fire retardant has no superior. This means increased loan value for you and at the same time lower rate of insurance. Tropical Elastikote is supplied in sixteen (16) different shades.

**Tropical Paint & Oil Co.**
CLEVELAND, OHIO



**B & P SPECIAL ENAMEL**

is another Tropical Product which minimizes fire dangers. We recommend it also for elevator interiors. It dries hard and is very non-absorbent.

**COUPON**
TROPICAL PAINT & OIL CO.,
CLEVELAND, O.

Gentlemen:
Send us complete details about:
(1) TROPICAL Elastikote. Surface to be covered _____ sq. ft.
(2) TROPICAL B & P Special Enamel. Surface to be covered _____ sq. ft.

Name _____
Address _____
Inquirer _____

NEW GRAIN ELEVATOR OF HASTINGS-STOUT COMPANY, CAIRO, ILL.

# A Leading Cairo Elevator

## Capacity 150,000 Bushels

INCREASED elevator facilities in Cairo, and the great consuming districts to the south make this market more important to buyers, to shippers and to consignors of grain and hay than it has ever been before.

Our firm, with the completion of additional storage, has increased its facilities for handling both incoming and outgoing shipments, which together with our wide connections among shippers and buyers of grain and hay enables us to handle your business irrespective of volume.

Our firm is backed by years of experience in the grain and hay business, and with the excellent rail facilities for receiving and shipping to and from Cairo guarantees quick service, prompt returns and satisfactory prices on every transaction.

*We Solicit Inquiries from Buyers and from Sellers of All Kinds of Grain and Hay*

# Hastings-Stout Company

**Cairo - Illinois**

# Halliday Elevator Company

# Cairo, Illinois

---

# Grain Dealers

---

**Members**

—CAIRO BOARD OF TRADE
—CHICAGO BOARD OF TRADE
—ST. LOUIS MERCHANTS' EXCHANGE
—ILLINOIS GRAIN DEALERS' ASSOCIATION
—GRAIN DEALERS' NATIONAL ASSOCIATION

# Cairo Board of Trade

H. S. Antrim & Co.
Cairo Elevator & Mill Company
Chas. Cunningham & Son
W. G. Cunningham
Halliday Elevator Company
H. L. Halliday Milling Company
Samuel Hastings Company
Hastings-Stout Company
Magee-Lynch Grain Company
Pink & Co.
Roberts Cotton Oil Company
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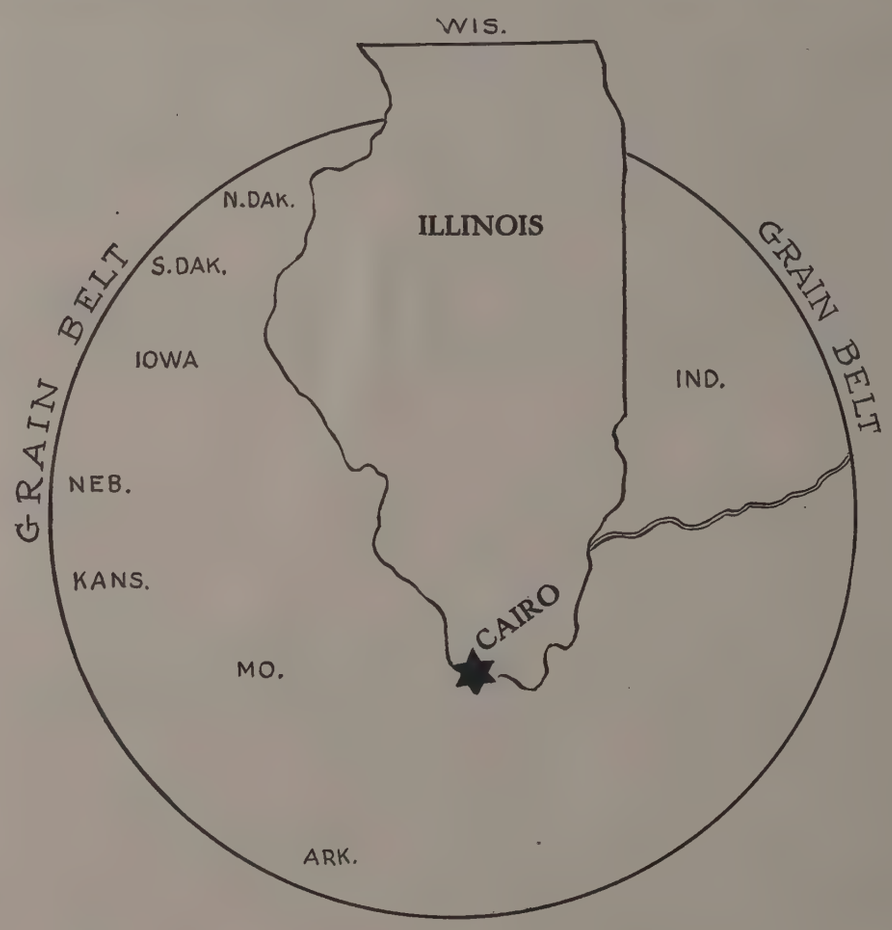



## *As a Distributing Market*

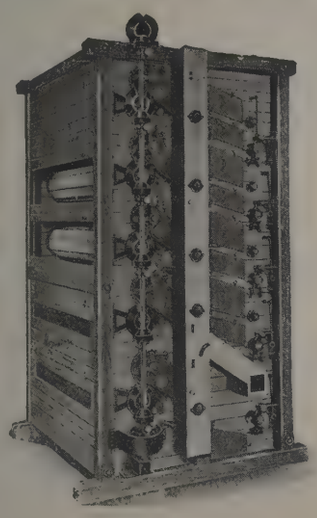
Geographically Cairo is nearer the center of production and ideal as a distributing market for the South, Southwest, Southeast and East. It has a reputation for quick returns, good service, courteous treatment and official inspection and weights.

You, the man who has grain to sell. Have you shipped grain to Cairo? If not, give us a trial shipment. Cairo is CENTRALLY LOCATED, you receive QUICK RETURNS, you receive good service, OFFICIAL WEIGHTS and INSPECTION and we have the BEST FACILITIES for handling your grain.

We can make prompt shipment of grain to the South, Southwest, Southeast and East.

# "Our Richardsons make a perfect and economical separation of wild or tame oats from wheat"

**Thousands of millers and operators of terminal, transfer and country elevators everywhere who are required to handle wheat with oats or wheat with barley, find the only type of cleaning machine that gives thorough and economical separation is the**



NO. 5.—48" RICHARDSON OAT SEPARATOR

## Richardson Oat Separator

C. E. Eaton, manager of the Concrete Elevator Company, Minneapolis, Minn.

We have used four of the Richardson Oat Separators in our elevator for some time and they are giving first-class satisfaction. They make a perfect and economical separation of wild or tame oats from wheat and we have never been able to get results of this kind from any other machine.

### *How Does the Richardson Do It?*

The principle of indentations (not perforations) of the proper size in a traveling steel apron, together with the revolving brush placed diagonally above the apron, is the only system which accomplishes a thorough and economical separation of wild or tame oats from wheat and practically a complete separation of barley from wheat with one operation.

Richardson Oat Separators give perfect results, have larger capacities, take up less floor space and use less power than any other machines at any price. Write us for additional endorsements by those who know and are using Richardsons.

**RICHARDSON GRAIN SEPARATOR CO., MINNEAPOLIS, WINNIPEG**

New Orleans Public Elevator marine tower and dock gallery, showing pneumatic conveyor boom rigging.

# Announcement!

The GUARANTEE CONSTRUCTION COMPANY of New York, long experienced in the installation of pneumatic equipment has broadened their operations entering the grain, mill and feed trades through the purchase of the assets, good-will and patents of the Pneumatic Conveyor Co. of Chicago.

The trade's growing interest and knowledge of the efficacy of pneumatic conveyance for car and vessel unloading indicates that our business should show a satisfactorily healthy growth in this field.

LET US FIGURE ON YOUR REQUIREMENTS

## Guarantee Construction Company

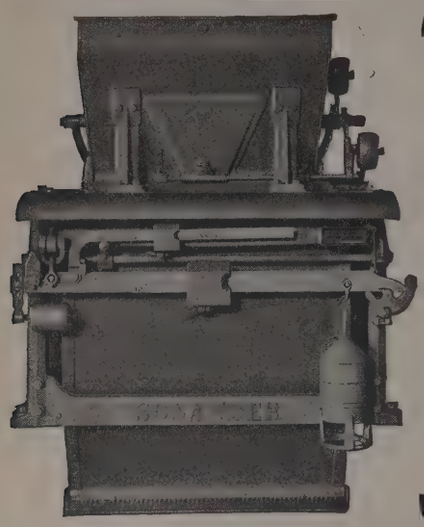
OF NEW YORK

Successors to

PNEUMATIC CONVEYOR COMPANY

Main Office
140 Cedar St., New York, N. Y.

Western Office
Old Colony Building, Chicago, Ill.



Every grain shipper must "maintain adequate weighing facilities," etc., according to Section 21 of the Pomerene Bill. Then why not install a

# SONANDER
## Automatic Grain Scale

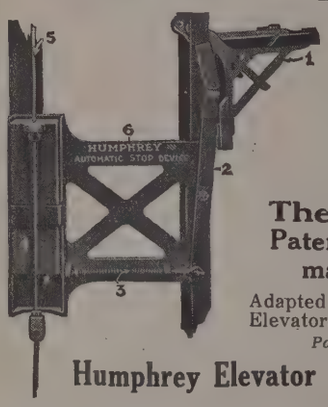
You will have to comply with the term "adequate" and surely want to insure payment of your railroad claims.

Write to your nearest office for booklet of accurate weighing of grain and the accuracy of the Sonander.

**Howe Scale Co. of Illinois** 409 Fourth St., St. Louis, Mo. F. L. Rogles, Mgr. 1510 Main St., Kansas City, Mo. W. C. Peak, Mgr.

**Pacific Scale & Supply Co.** For Washington, Oregon and Idaho 46 Front St., Portland, Ore. 546 First Ave., So. Seattle, Wash. Wm. Schweizerhof, Mgr.

# HUMPHREY EMPLOYEE'S ELEVATOR




*The World's Standard Belt Man-Lift*

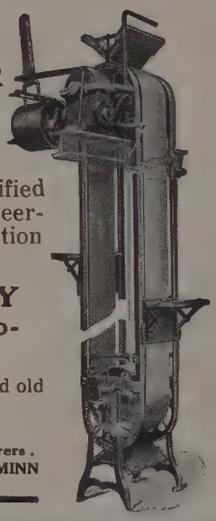
Endorsed and specified by the best engineering and construction companies.

**The HUMPHREY Patented Strictly Automatic Stop Device**

Adapted for use on all new and old Elevators of this type.

*Particulars on application.*

**Humphrey Elevator Co.,** Sole Manufacturers. FARIBAULT - MINN



# Elevator Machinery and Supplies

FLOUR and FEED MILL MACHINERY
STEAM and GAS ENGINES

PULLEYS, SHAFTING, GENERAL POWER TRANSMISSION MACHINERY, ROLL GRINDING AND CORRUGATING

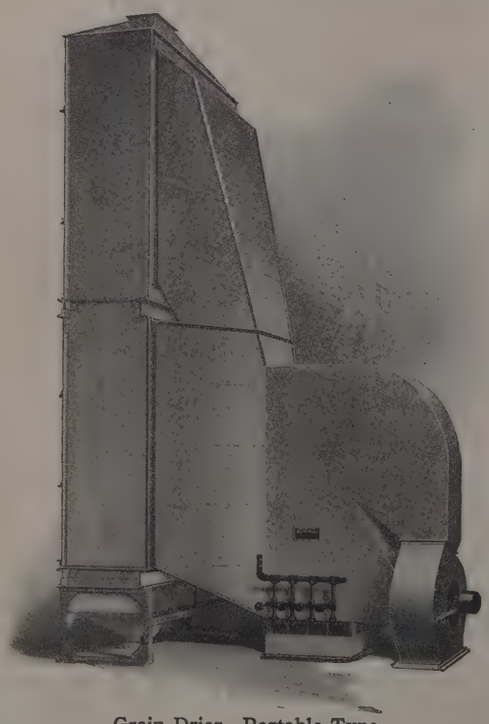
Largest Factory and Stock in Western Country

SEND FOR 450-PAGE CATALOG

**GREAT WESTERN MFG. CO.**

General Office and Factory LEAVENWORTH, KAN.

Warehouse and Sales Room 1400-1402 West 12 th St. KANSAS CITY, MO.



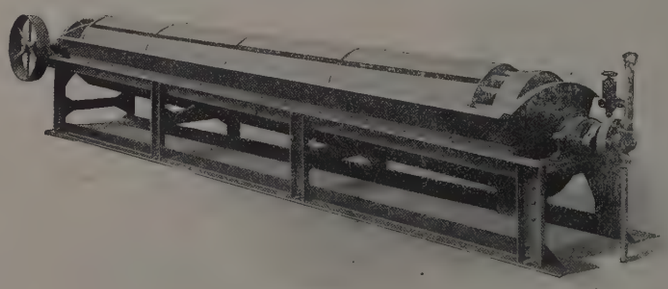
Grain Drier—Portable Type.

# Grain Driers

Wire cloth drying columns—prevents cracking, blistering and discoloring.
Continuous operation—produces uniform work.
Ball Bearing Fan—requires less power.

# Meal Driers

All steel construction—fireproof and rigid.
Semi-steel castings—35% stronger than cast iron.
Ball bearings throughout—requires less power.



Meal Drier—Open Type.

## THE ELLIS DRIER CO.
Chicago, Illinois

# Vital Factors in War-Time Speed

"More Grain and Faster" calls the Government. These demands, pressed incessantly upon you, require absolute concentration on the one task of producing. You've no time to waste with non-essentials.

It is imperative that your belts—vital factors in war-time speed—hold up steadily under continuous strains—and without attention. More than ever before your conveyors must at least approach the service quality of Diamond Grain Belts.

The Stern Call of War for Efficiency and More Efficiency, has caused elevator operators to choose Diamond Grain Belts in ever increasing quantities. In port terminals, at rail heads, in line stations throughout the whole nation, these belts are playing a great part in performing efficiently and economically the same task which confronts you. And we have yet to record a single case in which the service of Diamond Grain Belts has failed to satisfy the user.

**The Diamond Rubber Company**
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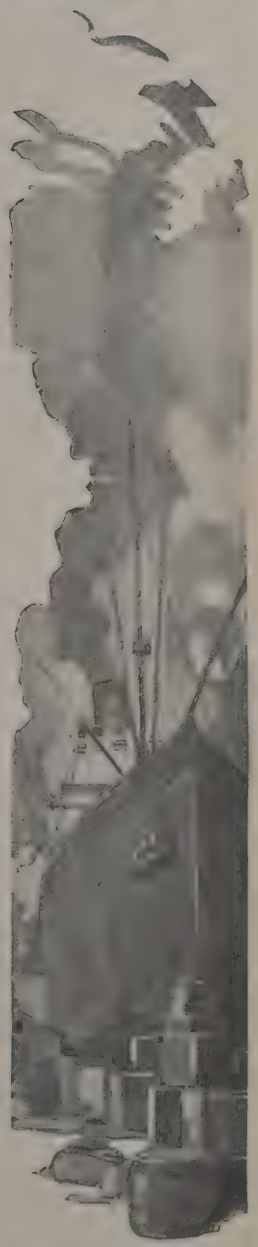

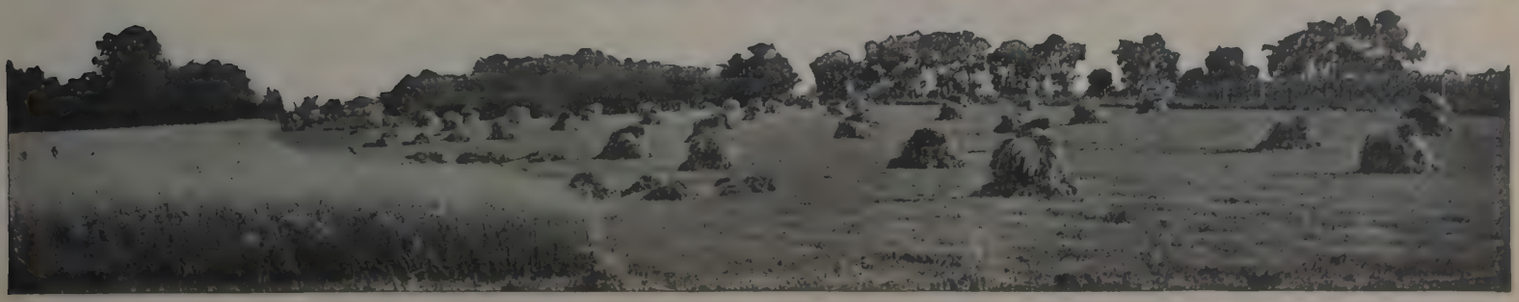

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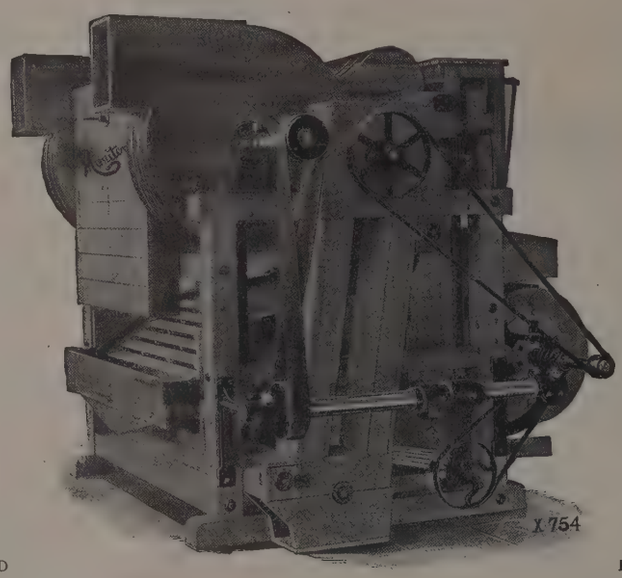


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# Cairo Looking Ahead to New Era in Commerce

## Reorganization of River Traffic Means Boom for Business in Egypt—Grain Firms Prepare to Take Advantage of Strategic Position at Juncture of the Two Rivers

IF COLONEL Mulberry Sellers could come to earth today he probably would bestow upon Cairo, Ill., his glowing enthusiasm and enraptured praise as the budding Eldorado. And there would be reason in the Colonel's infatuation, for in the awakened inland waterway service of the country, Cairo holds a strategic position unequalled by any other city. The peninsula on which Cairo stands is washed on two sides by the deep water of the Ohio and the Mississippi, the two most important highways for the new traffic. For practically the whole 12 months of the year these great channels of commerce are open, and the possibilities in the situation are so large that the most conservative estimate of them sounds like a promoter's pipe-dream.

Now, Cairo is fully alive to the situation and will not let the opportunity pass. You who have done business with Cairo grain merchants know them for straight, level-headed business men, rather conservative than otherwise, and yet they are one and all filled with an abundant enthusiasm for the new Cairo grain market which will come with the long lines of barges on the rivers.

Before the Civil War the rivers carried most of the produce north and south, and Cairo enjoyed a tremendous business in the distribution of commodities of all kinds, and even at that time grain was among the chief items in the trade. Later when the railroads began to cut into the business of the river boats, there was still a great enough water tonnage in service to mark Cairo as a favored point in respect to freight rates. This was the way that the railroads gradually gained control of the business.

With everything in their favor, the early generation of Cairo grain merchants were wise enough not to abuse their priveleges, so that, as the river traffic died and freight rates become more nearly equalized with other markets, still the grain business of Cairo continued to grow, for it was firmly established upon a firm foundation of honesty, courtesy and service.

In 1872 the Cairo Board of Trade was organized under a state charter, and the organization has sustained its high character until today it stands ready to fulfill whatever high destiny fate holds in store. The firms that are chiefly responsible for the present favorable position of the Cairo Board of Trade are: H. S. Antrim & Co.; Cairo Elevator & Mill Company; Chas. Cunningham & Son; W. G. Cunningham; Halliday Elevator Company; H. L. Halliday Milling Company; Samuel Hastings Company; Hastings-Stout Company; Magee-Lynch Grain Company; Pink & Co.; Roberts Cotton Oil Company; and Thistlewood & Co. The officers of the Board are: A. E. Rust, president; A. W. Lynch, vice-president; W. G. Cunningham, secretary; Louis H. Block, treasurer. Directors: H. E. Halliday, Chas. Cunningham, O. B. Hastings, H. S. Antrim, E. G. Pink, John Thistlewood, and Ira Hastings.

The grain inspection and weighing departments are presided over by W. S. Powell, chief inspector and weighmaster, who stands in the front rank of his profession in skill and accuracy and whose sterling integrity is known wherever grain men assemble. Incidentally he is a good fellow and deservedly popular with shippers and receivers alike. The sampling of grain under Mr. Powell's direction is carried on in the various yards, but the inspecting is all done in the laboratory at the Board of Trade under the personal supervision of the chief. Every sample is kept for 14 days and during that period a sample will be sent to any shipper who is dissatisfied with his grade. The record of every inspection is carefully filed. The equipment of the department is very complete and the apparatus is skilfully handled. The weighing and scale inspection receive the same care as the sampling and inspection of grain and it is rare indeed that the decision of the department is ever questioned.

The traffic department of the Board is managed by J. P. Haynes who has been very successful in obtaining favorable rates for the market. Six trunk lines serve Cairo: Illinois Central; Mobile & Ohio;

NEW TANKS AND ELEVATOR OF SAMUEL HASTINGS COMPANY, CAIRO, ILL.

New York Central; Missouri Pacific; St. Louis-Southwestern; and Cairo & Thebes. These roads tap the grain producing territory and could save hundreds of miles of haul if Cairo were made a barge line terminal as grain could be readily transferred, under the proposed plan, from cars to barges. In the years gone by this transfer would have had to be made largely by manual labor, but on a modern river terminal, man power is practically eliminated and machinery does the work of thousands of laborers, quicker, better and cheaper. The improvements in mechanical handling of freight are, in fact, the great hope of river traffic as labor under modern conditions cannot be obtained cheaply enough to make transfer of freight pay.

At the present time Cairo is well supplied with grain storage facilities, with approximately 2,000,000 bushels capacity. This capacity is divided as follows: Halliday Elevator, 500,000 bushels; Samuel Hastings Elevator, 250,000 bushels; Hastings-Stout Elevator, 150,000 bushels; Magee-Lynch, 50,000 bushels; Thistlewood Elevator and Warehouse, 90,000 bushels; Cunningham Elevator and Warehouse, 50,000 bushels; Pink Warehouse, 40,000 bushels; Cairo Milling Company, 35,000 bushels; Cairo Elevator & Mill Company, 25,000 bushels; Illinois Central Elevator, 750,000 bushels. These houses handle an aggregate of about 26,000,000 bushels yearly, and the two mills grind about 900 barrels per day, the Cairo Milling Company having a capacity of 500 barrels of flour and the Cairo Elevator and Mill Company of 400 barrels of corn products.

### SAMUEL HASTINGS ELEVATOR

Of the elevators two of them, illustrations of which appear with this article, are new and of the most modern construction and equipment. The elevator of the Samuel Hastings Company is on Jefferson Street, between 8th and 10th Streets, and on the Mobile & Ohio tracks. The original house had a capacity of 125,000 bushels in 32 bins, and the new tanks, consisting of six cylindrical bins and two interstice bins, have an additional capacity of 125,000 bushels. The Macdonald Engineering Company built the house and A. L. Stinson of Chicago, the tanks.

The receiving leg has a capacity of 8,000 bushels per hour and the shipping leg of 7,000 bushels. There is a 1,000-bushel per hour Eureka Grain Cleaner, used for all grains, a Hess Drier of 750 bushels per hour capacity, and a bleacher of 1,500-bushels capacity per hour. The two corn shellers of 500 bushels capacity each, take the corn with the shuck on and finish it in one operation, the shucks going to a shredding machine and then to a baler where it is ultimately sold to mattress manufacturers, and the cobs going to a bin which

A. E. RUST
President Cairo Board of Trade.

empties into a cob burner, or to a fuel bin for the boiler which dries the corn, the ashes being sold for fertilizer.

The plant has three tracks: one for general bulk grain receiving; one for loading bulk or sacked grain; and a receiving track to the corn shelling department. These tracks have switching connections to all lines. The ear corn wagon dump is separate from the car dumps.

The cars are brought to the receiving pit by a car puller. A Clark Power Shovel empties the grain into the pit, from which it is carried to the 120,000-pound Fairbanks Hopper Scale. It is then sent to one of the special machines, to a bin in the workhouse or over a 200-foot belt conveyor to the tanks, or it may be sent direct to shipping leg or to the hopper of the two Fairbanks Automatic Sacking Scales in a specially constructed sacking room which can handle 3,500 sacks of five bushels each per day. The sacked grain goes direct to cars by a gravity chute or to the warehouse which has a capacity of 150 cars.

The plant is operated by electricity. There are 10 Fairbanks and General Electric Motors with a total of 275 horsepower. A 75-horsepower motor supplies the main drive. The bins are all supplied with thermometers which make a constant register on a chart, and also records the temperature of the drier.

The cob burner, which is shown in the illustration, is a separate building. The outer shell is concrete, separated by an air space from an inner wall of fire brick lined with fire clay. It is covered with specially trussed steel supports and a galvanized iron netting to keep sparks from flying. The building is 25 feet in diameter.

The office is also in a separate building and is completely furnished with the most modern business equipment.

### HASTINGS-STOUT ELEVATOR

The working house of the Hastings-Stout Elevator, of wood and concrete construction and a capacity of 50,000 bushels, was constructed in 1916 under the direction of A. L. Stinson of Chicago. The eight concrete tanks, of 100,000 bushels' capacity have recently been completed. The house is on West 21st Street and on the Mobile & Ohio and the Big Four tracks.

There are four elevator legs; receiving, 5,000 bushels' capacity; shipping, 3,000 bushels; transfer, 5,000 bushels; bleacher, 2,000 bushels. One 1,000-bushel Eureka Cleaner handles all kinds of grain, and the bleacher also has a capacity of 1,000 bushels per hour. There are two corn shellers which take 1,000 bushels of corn each, in the husk.

A Clark Power Shovel empties the cars into the receiving hopper after the car puller, of six cars' capacity, has brought them into position. In the head house are two Fairbanks Registering Hopper Scales of 800 bushels' capacity each, and in the sacking room are two automatic Fairbanks Sacking Machines.

The power is supplied from a central electric plant and is carried through five motors of General Electric and Westinghouse type with a direct drive to each machine, the total power supplied being 190 horsepower. Two belt conveyors of about 200 feet each carry the grain to the tanks

NEW ELEVATOR OF THE HASTINGS-STOUT COMPANY, CAIRO, ILL.

overhead and from them by underground conveyors.

In addition to the workinghouse and tanks the plant consists of a 30-car hay warehouse, a cob burner and a very completely equipped office building, and crib storage for 15 cars of ear corn.

These two plants are fairly typical of the storage facilities that Cairo offers. Some of the others are larger and some are smaller, but all are well built and thoroughly modern in their equipment.

### GRAIN FIRMS OF CAIRO

The grain firms of Cairo stand high with the trade. In their alphabetical order they are as follows:

H. S. Antrim & Co., is headed by H. S. Antrim, for four years president and now a director of the Board of Trade, and for many years a director of the Illinois Grain Dealers Association. The firm specializes in oats, handling a large volume through the Delta Elevator.

The Cairo Elevator & Mill Company was incorporated in 1916, and in January of this year was reorganized with G. W. T. Seifert, president, and E. R. Taylor, secretary and treasurer. The company operates a corn mill of 400 bushels per day capacity, making corn flour, meal, grits and chops. Mr. Seifert is an experienced miller and was at one time secretary of the Fraternity of Operative Millers. He was in business at Mounds, Ill., before coming to Cairo.

The firm of Chas. Cunningham & Son was started in 1886 when Charles Cunningham entered the grain business at Cairo. About 15 years ago he acquired property on the Mobile & Ohio Railroad and five years later erected a 75,000-bushel elevator. He took his son into partnership as soon as he had finished his education and the firm name was changed to the present title. Charles Cunningham is a director of the Board.

W. G. Cunningham, for years the junior member of the older firm bearing the family name, started in business on his own account recently, combining his office with that of the older firm. He is secretary of the Board of Trade and is rapidly making a high place for himself in the trade.

The Halliday Elevator Company was established about 50 years ago and has enjoyed a half century of prosperity. H. E. Halliday is president of the company and A. E. Rust is manager. Mr. Halliday spends most of his time at Chicago, the firm being a member of the Chicago Board of Trade as well as the St. Louis Merchants Exchange, the National Grain Dealers Association and the Illinois Association. Mr. Rust is now president of the Cairo Board of Trade.

The H. L. Halliday Milling Company was started in 1868 under the name of Halliday Brothers. In 1891 the company was incorporated and in 1895 adopted the present name. Since the death of his brother Douglas, some three years ago, H. E. Halliday has been president of the company, Festus Barter being the manager. The mill which the firm operates turns out 250 tons or eight cars of feed per day, most of which goes to Southern and Southeastern territory.

The Samuel Hastings Company was established in 1884 and was incorporated in 1905 after Mr. Hastings' death. Oris B. Hastings, son of the founder, is president of the company, A. M. Hastings, secretary and treasurer, and W. L. Duncan is traffic and sales manager. Mr. Hastings is a director of the Board. The firm controls a number of country houses and has large hay warehouses at several points in the alfalfa district of Illinois.

The Hastings-Stout Company was organized in 1916 by Ira Hastings, president and general manager; W. R. Stout, vice-president, and C. W. Stout, secretary-treasurer. G. A. Piper is traffic manager. Mr. Hastings was a son of Samuel Hastings and was connected for some years with that firm. He is a director of the Board of Trade of the Illinois Grain Dealers Association. W. R. and C. W. Stout were engaged in the cooperage business in Owensboro, Ky., W. R. continuing his interest and living there.

The Magee-Lynch Grain Company was organized from the Magee Grain Company after the death of Mr. Magee. The firm was started in 1902 under the name Redman, Magee & Co. A. W. Lynch has been with the company for many years and is the present acting head. He is vice-president of the Board of Trade.

Pink & Co. is composed of E. G. Pink and L. R. Pink, and has been handling grain, hay, feed and flour in Cairo for nearly 30 years. The firm has a commodious warehouse on the Illinois Central tracks.

The Roberts Cotton Oil Company operates at Cairo one of the largest cottonseed oil plants in the country. The plant is on the Mobile and Ohio Railroad and distributes its oil and meal products over the entire country. The headquarters of the firm is at Memphis, the residence of W. Roberts, president of the company. They have been members of the Board of Trade for about four years.

Thistlewood & Co. was started in 1871 by P. J. and N. B. Thistlewood who established a large trade in oats. John and Arthur Thistlewood are the present members of the firm and they have continued making a specialty of oats.

Needless to say Cairo is not building castles on future prospects. Its grain business is too well established and secure to make that necessary. But if the change does come, Cairo is bound to take a much more important rank among grain markets, and its miles of river frontage will figure large in the transfer of all Mississippi Valley grain destined for overseas through the Gulf. It is well within the possibilities that within the next decade as much grain will pass Cairo as now passes Detroit on its travel down the lakes. For trade seeks cheap transportation and here is a road of unlimited capacity only waiting for development along modern lines. Just keep your eye on Cairo.

COB BURNER OF SAMUEL HASTINGS COMPANY

A GROUP OF MEMBERS OF THE CAIRO BOARD OF TRADE

Upper row, left to right, Ira Hastings, Festus Barter, W. G. Cunningham, Arthur Thistlewood, W. L. Duncan, A. E. Rust, C. W. Stout and J. B. Gillespie, Jr. Lower row—H. E. Halliday, E. G. Pink, A. W. Lynch, Oris B. Hastings, W. S. Powell, H. S. Antrim and Chas. Cunningham.

## CORN COBS AFTER THE WAR

Just as soon as material and labor can be spared to build commercial plants, an active industry is promised by the Department of Agriculture, which will utilize corn cobs. Experiments with cobs have been under way for some time by Federal chemists and an adhesive gum has been extracted which is believed to have flattering possibilities.

In addition to adhesive gum, experiments have produced cellulose and glucose, both of which have many commercial uses. The glucose so produced crystallizes well, and it is believed can be used in the same ways as crystalline glucose from starch. Manufacture of alcohol by the fermentation of corncob glucose appears practicable if sulphuric acid is obtained cheaply.

To utilize corncobs commercially, the chemists believe, a large and costly plant would be necessary. Now that the Kaiser is through these new industries will be commanding interest, and if corncobs become marketable a great many elevators will be relieved of a burden, for many of them find it difficult to get rid of the accumulation in their cob bins.

# Mississippi to Carry Grain

## Grain Traffic on the Mississippi Makes Successful Start at St. Louis—River Terminal Improvements Under Way

BY R. O. JOHNSON

MISSISSIPPI River points again have become direct export cities. When the towboat *Nokomis* steamed from her dock at St. Louis recently, towing three heavily laden barges, and started on her maiden trip to New Orleans, the upper river moved 1,000 miles nearer to the sea, and into a position to compete for foreign commerce on an ever-increasing scale. Whistles blew and flags waved as the barges swung down stream, and the departure signalized the first effort of the Mississippi Valley Waterways Association and the Federal Government to restore to the Father of Waters a great stream of traffic, similar to that carried years ago in the days of the *Natchez* and the *Robert E. Lee.*

SOME OF THE BARGES ON THEIR MAIDEN TRIP

The down trip was made entirely by daylight, for the purpose of studying the channel of the river, as it has been 18 years since a towboat has taken barges from St. Louis to New Orleans, and the river has been so infrequently navigated by any craft that old chartings were not to be relied on implicitly.

The grain trade was well represented in the new enterprise, and supplied tonnage for two of the barges. The Marshall Hall Grain Company loaded 20,000 bushels of wheat on each of two barges at its Burlington Elevator in North St. Louis. The Powell & O'Rourke Grain Company shipped 12,000 bushels of corn for Cuba. For the present sailings will be made by a temporary fleet of five towboats and 29 barges, until the fleet of six 2,000-horsepower towboats and 40 steel barges for which the Government has asked bids, has been built. The capacity of the new fleet will be over 1,000,000 tons yearly.

LOADING RIVER BARGE WITH WHEAT AT BURLINGTON ELEVATOR, ST. LOUIS

M. J. Sanders, Federal director of the service, came to St. Louis from Washington for the sailing, and declared that the Government proposes to expand the line in just such proportion as shippers indicate by their desire that it should be expanded. Mr. Sanders declared that there was no reason why, ultimately 100,000,000 tons of shipping should not each year be moving down the Mississippi River, as its banks are lined with industrial cities, making, in truth, the backbone of the nation.

Mr. Sanders declared that language could not express the importance of the new enterprise to the Mississippi Valley and said that it marked a new era in the business of the Middle West. He said that the new equipment planned by the Government would be the finest of its kind in the world, and that with it shippers could discount any possible cost of transportation by rail fully 50 per cent. Rates already published for the new line are 20 per cent cheaper than by rail.

At a luncheon given before the departure of the fleet other speakers besides Mr. Sanders were Mayor Kiel, Congressmen Dyer and Meeker, E. M. Flesh of the Food Administration, G. W. Markham, vice-president of the Chamber of Commerce, John O. Ballard, president of the Merchants Exchange and James E. Smith, president of the Mississippi Valley Waterways Association, who presided. Those at the luncheon marched in a body to the foot of Market Street where the towboat *Nokomis* and her three barges lay. In dedicating the barge, Miss Edna Keil swung a bottle of Mississippi River water against the side of the hull with a crash. The crowd cheered and the band played "America." Thirteen minutes later the *Nokomis* moved.

Her barges, looking new in fresh coats of battleship gray, were gay with banners. Most prominent was "The Way to Navigate Is to Navigate." Others were "Ship by the River, Save 20 Per Cent," "Initial Trip, River Service" and finally as a reminder of the even greater significance of the day, "Feed the Soldiers, Starve the Huns, Buy Bonds."

The *Nokomis* herself floated long lines of flags. From her bow waved the pennon "U. S. R. A."—United States Railroad Administration.

While the Marshall Hall Grain Company was the largest shipper, there were many other prominent firms represented. William Fischer, president of the St. Louis branch of the National Coffee Roasters Association, declared that his association was working with the New Orleans Chamber of Commerce to get the War Trade Board to establish a line of steamers from Brazil to New Orleans, carrying shipments on a through bill of lading to Mississippi points.

When the *Nokomis* reached New Orleans it was given a royal welcome. Mayor Behrman, M. J. Sanders, manager of transportation on the Mississippi; W. B. Thompson, president of the Dock Board, and others, delivered addresses, and members of every commercial organization and exchange in the city took part.

The return trip of the *Nokomis* was completed about three weeks later, carrying two barges, one full of coffee and hats from Mexico, and the other of nitrate which was brought from Chile to New Orleans by the concrete ship *Faith*, launched early in the year at San Francisco, the largest concrete vessel in the world.

In the meantime three other sailings occurred from St. Louis, grain forming a large part of the cargoes. The down tonnage has totaled about 7,000 tons. The success and permanency of the service is assured. Contracts have been let for the steam towboats and steel barges. A priority order for the steel has been issued by the War Industries Board, and deliveries will commence two months after the steel is received.

While St. Louis served as the experimental point for the new barge service, other cities are preparing to share in the freight movement by water as soon as equipment can be secured. Cairo, Ill., has engaged an engineer, C. E. Smith, to prepare plans for the improvement of its river frontage so that freight of all kinds can be handled at a minimum of expense. The plans call for extensive warehouses, revolving locomotive cranes and gantry cranes, vertical elevators and inclined conveyors. A permanent concrete improvement is estimated to cost about $150,000 for the first unit and $100,000 for succeeding units, five in all being planned for the ultimate end. A mass meeting has been held and these plans laid before the citizens of Cairo with the idea of floating a bond issue to take care of the city's share in the expense. It is hoped that the Government will bear part of the initial cost of the improvement.

While the handling of general freight at Cairo must wait, to a large extent, upon an economical handling system such as the proposed terminal provides, the handling of grain from the port is independent of this movement, for at very slight expense of money or time Cairo elevators could be put in shape to spout grain direct from storage bins to barges. The position of Cairo at the junction of two great waterways and at the head of deep water in the Mississippi gives it a commanding position in respect to this new-old traffic.

Other cities along the great river both above and below the Ohio River junction are also making plans or are already at work on improving their freight handling facilities, while the port of New Orleans has one of the most extensive freight terminal systems on any inland waterway.

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IT has been recommended to Secretary McAdoo by the Montana Railroad Commission that a fleet of motor trucks be installed to be used in the transportation of grain in that state. Carter County in southeastern Montana is 60 miles from a railroad and the only way that grain may be shipped is by team and wagon. The use of motor trucks in carrying this year's bumper crop will greatly simplify the problem of handling the grain.

# A Grain Elevator Tour in War Time

## No. 12—An Ohio Mill Elevator

BY JAMES F. HOBART

IN THESE stories I have told about some large elevators, but all of the large ones described were located on water fronts and they loaded to boats, sometimes two or three at a time. Recently, however, on the 26th day of August, it was my good fortune to see one of the largest inland elevators in the United States.

The concrete storage bins of this elevator are the pioneers of that type of construction in their section. The sixteen bins were built in two series, six in 1906, twelve more in 1912. The original six bins were constructed by the John S. Metcalf Company, Ltd., Chicago. All the 16 uniform bins at this elevator are 25 feet in diameter and 60 feet high. The first lot of six bins contained much more reinforcing than the new ones, but the walls of the new bins are seven inches thick while the old ones are only six inches. But not one of these bins, new or old, shows signs of settling or cracking, and they are apparently in as good condition as on the day they were finished.

The original six bins were poured to a "continuous performance," the forms being raised as filled, night and day, there being no let-up until the top of each structure had been reached. The 10 newer bins, however, were poured day-times only, and the "leave-off" and beginning is far more prominent than in the older bins. But one seems as strong as the other, showing that all night work is not necessary during the placing of large concrete jobs.

Where is this big inland elevator located? Why, in Ohio, right at Mansfield, just where the Pennsylvania, the Baltimore & Ohio and the Erie Railroads tie themselves into a knot and thus provide splendid service from which grain is sent to the hithermost parts of the Eastern states, New England especially.

Yes, this elevator is owned by the Mansfield Milling Company, which company also controls the fine "300-700" barrel mill which is kept so spick and span that it is a show place for the city. Only about two years ago the big elevator was acquired by the little milling company, thus enabling the "tail to wag the dog" in a most businesslike and profitable manner.

A CREAM OF WHEAT COMBINATION

To reach the elevator one must "ride a mile and then walk a mile" out from town. A "Depot" car will take you about half way, then "Shank's mare'" must do the rest. Most of the town buildings had gotten tired and dropped out before I reached the elevator, and the way led past high verdure covered banks, gay with wild flowers of many kinds. Here were growing masses of the pretty plant, "butter & eggs," which suggested the dairy title. And as the elevator was reached, the way was blocked, even to a dead stop. And while thinking of butter and eggs this last incident reminded me of another appropriate item of table fare.

How was it? Why, just inside the bins, there was of course, a whole lot of wheat. And just outside the bins the way was closed by a fine tethered cow, of most inquisitive disposition under the generous "milk-blanket" of white hair which girded her middle and proclaimed her to be a producer of extra rich creamy milk. Some combination for a big elevator, eh?

That "cow sentinel" was the only armed guard encountered at this elevator, which has not responded to war's alarms other than to provide two regular watchmen, one for day time duty, the other for nights. The first building encountered was a small structure marked "Office" and used mostly as a testing laboratory, a six-hole electric testing outfit installed therein and busily employed most of the time in making the numerous runs of "near analysis" required by Uncle Sam now-a-days of all elevators. The testing was under full way at the time of the writer's visit.

A SUCCESSFUL SACKING OPERATION

The main office of the elevator and the flour mill is in town at the northeast corner of Third and Diamond Streets, where commodious and well-arranged offices have been fitted up in the Interurban Station Building. There the writer had a few minute's valuable conversation with General Manager L. C. Chase.

Mr. Chase very briefly outlined the field of distribution which contained the activities of the elevator. He stated that all of the East north of the Carolinas was reached to some extent, but that New England, New York, Pennsylvania, Virginia and the country adjacent and to the north thereof was the field where most of the elevator's grain distribution was made.

As to source of supply, the entire Northwest is the field from which grain flows to the Mansfield Elevator. Wheat and oats were cited as the grains mostly handled, very little corn coming to the bins, some rye and a small amount of barley being handled as such grains chanced to be offered.

The elevator is immediately in charge of Superintendent G. A. Robinson, who has his hands full all the time, keeping straight thousands of bushels of grain and a dozen "Huns" who comprise the laboring force of the elevator. Mr. Robinson complained most bitterly of the "Boy and Box Car" nuisance which afflicted him continually, as the location of the elevator made it a regular "stamping ground" for boys of the neighborhood, who one and all passed most of their waking hours playing on the cars which were parked adjacent to the elevator.

Mr. Robinson submitted that there must exist some unknown but exceedingly strong tie between boys and box cars, citing as evidence that not even a circus could long keep boys away from the cars about the elevator. "They give me many hours of worry," Mr. Robinson continued, "for fear that some of them will get hurt. I never have found any way of keeping the boys off of the cars so I shall probably have to go on worrying and chasing them as long as I stay here!" Looks as though an airship patrol might be handy in Mansfield to keep Mansfield boys in safety.

The house of the Mansfield Elevator is equipped with the usual cleaning and drying apparatus, but comparatively little cleaning is done at present, under existing conditions. Some grain is dried as found necessary, but the bulk of the business is receiving and distributing wheat and oats, taking the several varieties of bulk grain and sending them East again, combined, as business policy and Uncle Sam may dictate.

The 16 storage bins, together with the six interstices between them, are filled and emptied of grain by means of two belt conveyors, one, 36 inches wide on top of the bins, and another conveyor belt, 30 inches wide, passing underneath the storage bins. In the house are many working bins, the old-time large square bins having been cut up into four smaller bins, something to be appreciated where many kinds of grain and many lots of each kind are to be kept and handled separately.

The house contains about 34 bins, and there are 16 large bins, with six interstices as stated, thus making a grand total of 56 bins for storage and handling of grain at the Mansfield Elevator. In the house, each and every bin is so located that gravity discharge will send its contents into the central sink from which the grain may be sent in turn to any compartment in the elevator, or to the shipping track or sacking house.

This elevator has two tracks, side by side, for loading in and out. A quadruple car puller arrangement has been placed directly in front of the elevator house, and by means of a single cable and four horizontal sheaves, cars may be pulled two ways on each or either of two tracks. Large grated sink openings are provided for passage of grain from the cars, two of which can be unloaded at the same time, and with two power shovels working in each car, it does not take long to empty a couple of cars.

AN AERIAL PATROL MIGHT SERVE

A small grating was noticed between the track rails, opposite each large unloading grating. By

means of the small grating, any grain which may have fallen between the rails, may be swept directly into the unloading hopper without the trouble of shoveling it over the track rail. The tracks have a capacity of 56 cars. Twenty-six can be unloaded with one spotting and they can be also loaded out as necessary, without assistance from a shifting engine.

The loading out track is placed along, but just outside of the unloading track, and in such a manner that the loading-out chutes and spouts command cars on the unloading track as well as on the loading-out track. This makes it very convenient when cars are to be unloaded and loaded right out again. The sacking house is a sort of shed, with some storage capacity overhead, with the spouts to the loading-out track passing right over to the sacking shed bins.

There is not much capacity to either the sacking sheds or bins, as not much sacking is being done at present. Bulk business is the mainstay of this elevator and about all it can take care of. Consequently, the sacking operations are not carried to nearly the degree of perfection observed in some of the Mississippi River elevators the writer has visited, where two sewers took care of the entire output of an automatic sacking weigh scale, as described in one of the preceding chapters.

Teasing the kaiser through some of his Hun subjects seems to have been a favorite pastime at the Mansfield Elevator. One young American attempted to have a little quiet sport this way with one of his fellow workers who chanced to be a Hungarian. Watching his opportunity, one of the young Huns caught the arms of his tormentor from behind, while another one deftly emptied down the tormentor's neck the contents of a flour scoop which had been filled with wheat chaff, sweepings and oat clippings.

At the time the thermometer stood at about 98 degrees and the victim's body was covered with perspiration, with his shirt band invitingly open. Naturally he received full benefit of the scoop full of dirt and grain and was exceedingly busy until long after quitting time, picking the very tickling chaff and grain from his clothes and his anatomy.

Oh, no, thank you. The writer is not going any farther East just now. In fact, as I am writing this story of the Mansfield Elevator, I am back in Indiana and thinking of making a trip into southern Illinois and perhaps even to Missouri and Kansas. But of that, more when I get there. Too far ahead to even guess at, yet awhile.

## WHERE OUR WHEAT SURPLUS WILL COME FROM THIS YEAR

The Department of Agriculture's weekly news letter of November 6 gives us an interesting resume of the wheat surplus and deficiency states on this year's crop. Quoting the News Letter:

"Under normal conditions the per capita consumption of wheat in the United States is about 5.3 bushels for food. During the past year the consumption has been 10 to 20 per cent below normal. If a reduction of 10 per cent below normal is adopted for the consumption of 1918-19, and allowance be made for seed, a national surplus of 318,000,000 bushels of wheat is the result of the estimated crop and its domestic requirements.

As estimated by the Bureau of Crop Estimates North Dakota, with 84,000,000 bushels of wheat above the consumption of its people and seed for next year, is the state with the largest surplus for this consumption year. Next is South Dakota, with 72,000,000 bushels; and then follow Kansas, with 70,500,000 bushels; Minnesota, with 64,000,000 bushels; Indiana, with 36,000,000 bushels; Nebraska and Missouri, each with 29,000,000 bushels; and Montana, with 19,000,000 bushels.

"New York is by far the chief deficiency state in wheat production. For the current year dependence must be placed on an external supply of 44,000,000 bushels, or 84 per cent of the total requirements. Pennsylvania's similar dependence is 24,000,000 bushels, or 50 per cent; in Massachusetts, 17,000,000 bushels, or 100 per cent; in Texas, 16,000,000 bushels, or 64 per cent; in New Jersey, 12,000,000 bushels, or 89 per cent; and in California, once a great wheat-surplus state, 10,000,000 bushels, or 62 per cent of the total requirements.

"Every one of the states in the North Central group west of the Mississippi River is a wheat-surplus state, and the total surplus of the group is 356,000,000 bushels of wheat, or 38,000,000 bushels more than the national surplus. In other words, the United States outside of the West North Central States does not produce as much wheat as required.

"For the current consumption year the East North Central States have a wheat surplus of 54,500,000 bushels, and the Rocky Mountain and Pacific States a surplus of 58,000,000 bushels. On the other hand, the chief deficiency group of states is the North Atlantic, since these states fail to produce the wheat that they require by 112,000,000 bushels. The South's wheat production is 37,450,000 bushels below requirements."

## A BUSY GRAIN MAN

A Canadian Grain man with a multitude of business activities is James Carruthers, head of the grain firm of James Carruthers & Co., with offices

JAMES CARRUTHERS, MONTREAL, CANADA

in Montreal, Winnipeg, and New York. His latest business connection is with the Liverpool and Globe Insurance Company, of which he has been appointed Canadian director.

In addition to this Mr. Carruthers is president of the Canada Steamship Lines, Ltd.; president, Richelieu & Ontario Navigation Company; Hirman L. Piper Company, Ltd.; president, Canadian Marble Granite Works Company, Ltd.; vice-president, Canada Securities Corporation; vice-president, Canada Fish & Cold Storage Company, Prince Rupert, B. C.; director, the Dominion Bank; director, Inland Navigation Company; director, Northern Navigation Company and also many other smaller enterprises.

Mr. Carruthers was born in Toronto in 1853 and was educated in that city. He entered the grain business with T. C. Chisholm and after three years training, joined Crane & Baird with whom he was connected for 10 years. He formed the partnership of Norris & Carruthers, which remained in force 10 years, later organizing the present firm of James Carruthers & Co., Ltd.

He is a member of the Montreal, Toronto and Chicago Boards of Trade, of the Montreal Corn Exchange, Winnipeg Grain Exchange, New York Produce Exchange, and the Minneapolis Chamber of Commerce.

He is connected with a wide range of clubs including the Mount Royal, St. James, Montreal Jockey, Montreal Hunt, National, Toronto Hunt, Ontario Jockey, Edmonton and United Empire (London, Eng.). His connection with water transportation has caused him to take a deep interest in associated organizations. He is president of the Quebec branch of the Navy League and vice-president of the British Sailors' Relief Fund.

## NEW INSPECTION RULING

Charles J. Brand, chief of the Bureau of Markets, has issued the following ruling relative to interstate shipments, which will be of very general interest to the grain trade, as several disputes have already arisen as to the propriety of using in-inspection certificates for out-shipments:

It has been brought to the attention of this Bureau that some shippers of shelled corn and wheat in interstate commerce fail to secure the inspection which Section 4 of the United States Grain Standards Act requires for each transaction and resulting shipment brought within the provisions of the Act.

In the opinion of this Bureau, the Act contemplates that, except as permitted in the third proviso of Section 4 with respect to grain which need not be inspected at all, there must be an inspection by a licensed inspector either at point of shipment, at a convenient point enroute, or at destination, for each shipment in interstate commerce of grain for which standards have been established, which has been sold, offered for sale, or consigned for sale by grade. Therefore, even though such grain may have been inspected for the purpose of one shipment, if a second transaction is entered into under which the same grain is sold, offered for sale, or consigned for sale by grade, and again shipped in interstate commerce from or to an inspection point, it is believed that the Act requires another inspection by a licensed inspector for such second transaction and the resulting shipment. The prior inspection would not suffice.

By way of example: *A* ships a carload of corn from Wichita, Kan., to Kansas City, Mo. The corn is given "in" inspection at Kansas City. It is then sold in the market to *B*, who has a contract with *C* at Cedar Rapids, Iowa. The contract between *B* and *C* calls for Kansas City grades. It is the view of this Department that the "in" inspection at Kansas City applies to the first transaction and interstate shipment, and it will not suffice for the second transaction and shipment. If, as stated in the above example, the second transaction calls for Kansas City grades, it is incumbent upon the shipper to secure "out" inspection at Kansas City. In any event, if the corn is shipped in interstate or foreign commerce between points at which inspectors licensed under the Act are located, and is sold, offered for sale or consigned for sale by grade, inspection in compliance with the Act must be had either at point of origin, enroute, or at destination, for the second transaction and resulting shipment. The shipper is not relieved of this responsibility by reason of the fact that, in order to take advantage of a proportional rate, he has the billing changed to show a through billing from point of origin of first shipment to point of destination of second shipment.

### INVOICING GRADES CONTRARY TO REQUIRED INSPECTION CERTIFICATE IN VIOLATION OF GRAIN STANDARDS ACT

This Bureau has had under investigation numerous cases of apparent violations of Section 5 of the United States Grain Standards Act, from which it appears that a number of dealers in, and shippers of, grain by grade have invoiced shelled corn and wheat without regard to the grade assigned to the grain by licensed inspectors.

It appears that some dealers invoice such grains to conform to grades called for in contracts based on shipping point terms, regardless of whether the inspections performed by the licensed inspectors which govern the settlement of the transactions result in the assignment of the same or different grades. Such practice is considered to be in viola-

tion of Section 5 of the United States Grain Standards Act, which reads as follows:

That no person, except as permitted in section 4, shall represent that any grain shipped or delivered for shipment in interstate or foreign commerce is of a grade fixed in the official grain standards other than as shown by a certificate therefor issued in compliance with this Act: and the Secretary of Agriculture is authorized to cause examinations to be made of any grain for which standards shall have been fixed and established under this Act, and which has been certified to conform to any grade fixed therefor in such official grain standards, or which has been shipped or delivered for shipment in interstate or foreign commerce. Whenever, after opportunity for hearing is given to the owner or shipper of the grain involved, and to the inspector thereof if the same has been inspected, it is determined by the Secretary that any quantity of grain has been incorrectly certified to conform to a specified grade, or has been sold, offered for sale, or consigned for sale under any name, description, or designation which is false or misleading, he may publish his findings.

It is suggested that dealers and shippers give careful attention in order that this provision of the law may be strictly complied with.

### GRAIN DEALERS REQUESTED TO REFER INSPECTION COMPLAINTS TO FEDERAL GRAIN SUPERVISORS

It has come to the attention of the Department, through complaints registered by licensed inspectors, that there is a practice on the part of some grain shippers for whom inspection work is performed by such inspectors to endeavor, by abusive language and angry remonstrances addressed to, or directed at, the inspectors, to secure the assignment by the inspectors of grades to particular lots or parcels of grain different from those previously assigned thereto by them. Complaining inspectors have called the attention of the Department to the provisions of Section 9 of the United States Grain Standards Act that,—

* * * Any person who shall improperly influence or attempt to improperly influence any such inspector in the performance of his duty, shall be guilty of a misdemeanor, and upon conviction thereof shall be fined not more than $1,000, or be imprisoned not more than one year, or both.

and have demanded the protection afforded thereby.

In this view the attention of shippers is called to the fact that aside from the reinspection facilities afforded by most inspection departments the law provides means for appealing questions as to the grade of grain inspected under the Act to this Department. Section 6 provides:

That whenever standards shall have been fixed and established under this Act for any grain and any quantity of such grain sold, offered for sale or consigned for sale, or which has been shipped, or delivered for shipment in interstate or foreign commerce shall have been inspected and a dispute arises as to whether the grade as determined by such inspection of any such grain in fact conforms to the standard of the specified grade, any interested party may, either with or without reinspection, appeal the question to the Secretary of Agriculture, and the Secretary of Agriculture is authorized to cause such investigation to be made and such tests to be applied as he may deem necessary and to determine the true grade: Provided, That any appeal from such inspection and grading to the Secretary of Agriculture shall be taken before the grain leaves the place where the inspection appeal from was made and before the identity of the grain has been lost, under such rules and regulations as the Secretary of Agriculture shall prescribe. Whenever an appeal shall be taken or a dispute referred to the Secretary of Agriculture under this Act, he shall charge and assess, and cause to be collected, a reasonable fee, in amount to be fixed by him, which fee, in case of an appeal, shall be refunded if the appeal is sustained. All such fees, not so refunded, shall be deposited and covered into the Treasury as miscellaneous receipts. The findings of the Secretary of Agriculture as to grade, signed by him or by such officer or officers, agent or agents, of the Department of Agriculture as he may designate, made after the parties in interest have had an opportunity to be heard, shall be accepted in the courts of the United States as prima facie evidence of the true grade of the grain determined by him at the time and place specified in the findings.

Furthermore, the law authorized this Department to investigate thoroughly cases of apparent misgrading of grain by inspectors, and to publish its findings. Section 5 provides:

* * * the Secretary of Agriculture is authorized to cause examinations to be made of any grain for which standards shall have been fixed and established under this Act, and which has been certified to conform to any grade fixed therefor in such official grain standards, or which has been shipped or delivered for shipment in interstate or foreign commerce. Whenever, after opportunity for hearing is given to the owner or shipper of the grain involved, and to the inspector thereof if the same has been inspected, it is determined by the Secretary that any quantity of grain has been incorrectly certified to conform to a specified grade, or has been sold, offered for sale, or consigned for sale under any name, description, or designation which is false or misleading, he may publish his findings.

It is believed that by taking advantage of the privileges of appeal or by filing complaints as to misgrading with the Federal grain supervisors with requests for investigations, shippers will secure much better inspection results in the long run than by taking up the apparent misgradings with the individual inspector. In this connection it may be pointed out that Federal grain supervisors are continually working with inspectors, endeavoring to educate them in regard to proper application of the official grain standards of the United States, and that in this work the supervisors reflect the opinion of a single authority at Washington. In this way uniformity of application of the official grain standards may be secured. It is evident that this result will be retarded if inspectors are influenced in their judgment to any serious extent by shippers whose own judgment may not be altogether free from bias.

It is not the intention to prevent shippers from pointing out to the inspector personally obvious errors of inspection with a view to securing prompt correction. But where there is room for an honest difference of opinion, or where the work of the inspector is unsatisfactory it is hoped that shippers will take up the matter with the proper grain supervisor in the field. In this way this Department can render the best service in the matter.

Grain shippers and receivers, warehousemen, merchants, millers and other persons interested are urged to co-operate with the Bureau of Markets in securing compliance with the provisions of the United States Grain Standards Act. Grain exchanges, boards of trade and grain dealers' associations and societies are asked to bring this information to the attention of their members.

Information relative to the foregoing matters which will assist the Bureau in the administration of the Act is desired from grain dealers.

## PREPARE TO REPORT ON JANUARY 1

All grain handlers and grain dealers who hold licenses from the United States Food Administration are advised that it is the purpose of the Cereal Division to call on such licensees on January 1, 1919, for a report, (on blanks to be furnished by them), of their three months operations, October 1, 1918, to December 31, 1918—such report to show gross proceeds from sales, total expense, and amount of net profit earned during the period, also per cent of profit on total sales.

In figuring the net profits, interest on capital cannot be considered as an item of expense, but interest actually paid on loans is recognized as a legitimate expense item.

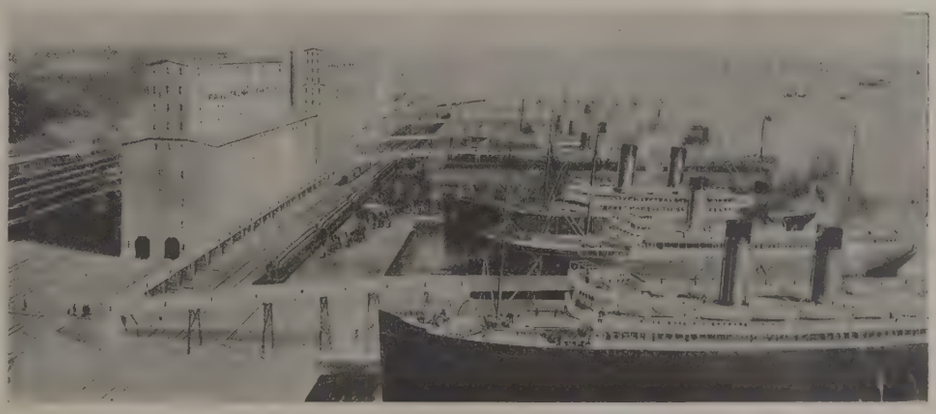
No item is to be included in expense account which is not allowed by the Treasury Department in computing returns for income tax or excess profits taxes.

## WINTER ACTIVITIES AT PORTLAND, MAINE

Activities will very shortly commence at the Grand Trunk Elevators at Portland, Maine. These houses are practically idle during the summer season but with the close of navigation on the St. Lawrence River early in December the Grand Trunk Railroad Company diverts much of its export grain and miscellaneous export freights to Portland and the elevators awake to a winter life of throbbing industry.

The elevators were built by the John S. Metcalf Company, Ltd., of Montreal and Chicago. Elevator No. 1 has a capacity of 1,000,000 bushels and was completed in 1896; No. 2 has a capacity of 1,500,000 bushels and was finished in the fall of 1901. They are of the best type of wooden house and in the past 15 years have handled an immense amount of grain.

The illustration shows very plainly the extensive conveyor system. Grain can be loaded from either elevator to a vessel at any berth and not interfere with the loading and unloading of miscellaneous package freight. A shipping gallery runs out along the water on both sides of each of the three wharfs and from any of these galleries the largest steamer may be loaded. The total length of the conveyors is over one mile. Over three miles of rubber belting are used in the belt conveyors of the elevator system. Each gallery along the wharf is equipped with eight vessel-loading spouts. In addition, Elevator No. 2 has also a spout for loading directly into small coasting vessels lying alongside the house, seven vessel-loading spouts are placed on the side of each gallery and one at the extreme outer end, so that vessels may load in either position.



GRAND TRUNK ELEVATORS AND DOCKS AT PORTLAND, MAINE

With this elaborate system of elevators and belt conveyors grain can be taken from any bin in either of the two elevators and loaded with but one elevation into any hatch of any one of six ocean steamers lying along the wharf. Each gallery conveyor has a capacity of 1,500 bushels per hour, making the total carrying capacity of the wharf conveyors, 900,000 bushels per day.

It will be seen that the Grand Trunk Railroad Company builded wisely and well, not only in extent but in completeness of detail. For years the grain traffic at Portland, of large volume during the winter season, has been handled with great efficiency and without doubt the elevators will fully measure up to their former records in taking care of the coming season's large export demand.

RECORD wheat yields are announced almost every year from some section of the country, but the Department of Agriculture says that the bona fide wheat record in the United States was grown on 18 acres in Island County, Wash., in 1895, averaging 117.2 bushels per acre. The field had been cultivated for 30 years without any applied fertilizer.

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We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

CHICAGO, ILL., NOVEMBER 15, 1918

## United in the Service of Our Country

### RIVER TRAFFIC PROBLEM

GRAIN traffic on the Mississippi has been successfully reinstated in an experimental way, and according to R. O. Johnson, whose article appears on another page of this issue, the prospects are rosy for a vast extension of river carriage. Every economic argument is in favor of the farthest development of the traffic and there appears no valid reason why it should not be successful. The determining factor will be the rates that will be fixed. Rail and water combination rates with absorption of switching charges at river terminals would immediately put the river traffic on its feet. ¶But it looks as if grain dealers, wishing to take advantage of water transportation, would have to figure on the two rates separately, at least for so long as the railroads are under Government control. ¶In New York recently a delegation of shippers had a conference with Director-General of Railroads McAdoo, for the purpose of reaching some rate agreement by which the State Barge Canal would have greater usefulness. At present all traffic on the canal moves eastward only. In order to get west-bound traffic, rates would have to be accommodated to the business, even a very low rate assisting to pay the expense of the round trip. Shippers asked that this be allowed, or that a canal-rail rate be fixed, giving the through rate advantage of the cheap canal carriage. But Mr. McAdoo answered to the effect that the Railroad Administration is in control of the rail and water transportation facilities and all the freight movement of the country, including routing and rates; that he could not approve of the boats operated by the Government taking rates so low as to reduce the revenues of the railroads, for "if I consent to these low canal rates, at the end of the year Uncle Sam will have to make an appropriation to meet the deficiency in the railroad revenue." ¶It thus appears that the Director-General is determined to have the railroads make a good showing under his administration even if canal (and presumably river) transportation has to suffer. Grain dealers, therefore, must plan to use the river as an agency independent of other transportation.

### GETTING IN LINE WITH PEACE

GRAIN dealers, along with every other group of forward-looking citizens, must plan for the reconstruction of business on a peace basis. The Food Administration gave early assurance that the grain trade would be returned to its members in a condition altered as little as possible from that in which they gave it up. There are some members of the trade who fondly believe that conditions after the war is over will be identical with what they were before, but if they think it over they cannot help but see the possibilities if not the certainties of great changes. ¶Before the war (it already seems like a great while ago) the grain trade, together with most other business of the country, was individualistic; each man went after all the business he could get without regard to any other consideration. But now we have been shown the value of community effort. The Grain Corporation, the Fuel Administration, transportation, the draft, have shown us the greater importance of national well-being than of individual consideration. The draft problem, man power, ends with the war; fuel troubles will gradually diminish and disappear; transportation is in for some anxious times before the subject is permanently disposed of; but the food problem, which touches every person three times a day, is quite likely to be a storm center for some time to come. ¶Every dealer knows that the net profit in handling foodstuffs, even in a retail way, is lower than for any other commodity. Being a necessity it invites competition all along the line, and competition cuts profits as it increases individual efficiency. And yet there will be plenty of people who will urge that profits are too large; that the spread between the producer and the consumer is too great; and because the subject is vital to us all, these people will find many ready to listen and believe, not appreciating the fact that the war upset natural laws which cannot be permanently disregarded. ¶To answer successfully these special pleaders who demand greater profits for producers or cheaper food for consumers, depending on whether their constituency is rural or urban, the grain trade will have to know more about their business than they ever knew before. Here are a few of the questions that will need an answer: How far does duplication of service at country stations increase the cost of service, or just when can we apply the law of diminishing returns? What effect has speculation on prices beyond stabilization? What is the cost of duplication of transportation? Is the margin of profit in all operations of grain handling in proportion to the service rendered? How far does the element of risk affect costs, and can risk be lessened? These, chosen at random are but few of many questions which will arise and have to be adjusted, not in the light of individual grain handling experience, but rather on the fictitious basis of our experience with centralized control. There are busy times, trying times ahead of the trade and we must think and act for the nation as well as for ourselves if our counsels are to be taken seriously. There are already indications that as the Food Administration relinquishes power new laws will be passed to prevent speculation. That is the greatest evil against which we must guard.

### UNIFORMITY

WITH the adoption of Federal Grades it was confidently expected that uniformity in all markets would follow. That expectation has been sadly disappointed, for not only are inspections of the same car in various markets different, but even in the same market. Much of the trouble lies with the sampling which needs as careful supervision as the grading itself. Licensing of samplers would be the first step, and their supervision the second step toward correcting the mistakes or carelessness at the initial stage of grain grading. ¶But even with correctly drawn samples inspections are not uniform. The Department of Agriculture, however, has started out to correct this by appointing divisional traveling inspectors who will cover all the markets in their territory and see that all work is done uniformly. Frequent shifts of resident supervisors also seems to be adopted as a policy. ¶This in itself will do much to clear the atmosphere and to put inspectors on their mettle to make their work conform strictly to the Government requirements.

### BETTER CROP REPORTS

A SHORT time ago the trade was informed that the Federal Department of Agriculture and the state departments of Wisconsin, Nebraska, Missouri and Ohio, had joined forces in issuing crop reports, and that other states were coming in line. ¶This is a decided advance, for there were frequent quite material differences in the Federal and state reports, and with such wide variation it was difficult to have confidence in either. Unless the reports are accu-

rate they are valueless, or worse.. By joining the facilities for collecting crop information in these states, using the best that each had and cutting out the duplicated and inadequate reports, the trade will find the crop reports from these states much more reliable than they have ever been. The sooner the plan extends to all grain producing states the better it will be. ¶Whether this reform was actuated by the necessity for conserving man power and funds, or whether it would have resulted in the natural course if we had not had a war, we are not informed, but if the war is back of it, then there is some good in war after all.

## WHERE DO WE GO FROM HERE?

JUST where do we stand, now that the war is over and peace will be declared as soon as the terms of settlement are signed? You remember that the Food Control Act stipulated in Section 24: "That the provisions of this Act shall cease to be in effect when the existing state of war between the United States and Germany shall have terminated, and the fact and the date of such termination shall be ascertained and proclaimed by the President." Will it, then, be all over when peace is formally declared? Not by many moons. ¶Section 14 provides for a guaranteed price over a period not exceeding 18 months. As the price for 1919 was fixed in September of this year the control of wheat price may last until May of 1920. In the meantime, to protect the obligation of the Government the President may put a duty on imported wheat which will make it align with our price. And $150,000,000 is appropriated to make good the Government's guarantee. ¶We find that Section 24 of the Act, mentioned above, also provides: the said termination pursuant to this act." affect any act done, or any right or obligation accruing or accrued * * * * * before the said termination pursuant to this act." ¶So we are not out of the woods by any means. If we interpret aright, food control may continue for at least 18 months after the price was set for next year's crop. Whether it does so or not will probably depend on the world's wheat price. If the demand is strong enough to sustain wheat at a $2.26 basis at Chicago, then restrictions will be lifted. But be certain that the Government isn't going to lose $150,000,000 or even 15 cents if it can help it.

## TO FEED THE WORLD

HERBERT HOOVER has gone to Europe again. Up to the present the Allied Food Board has been concerned principally in feeding the countries fighting against Germany. They had to be sustained first, because the great business of civilization was whipping Teutonia and the Allies needed fortifying for the task. ¶But now the job is done, and the world's business is no longer fighting, but carrying succor to the distressed and starving peoples wherever they may be. The food problem, therefore, is just that much more acute as there are more mouths to feed. To be sure there are untapped reserve stores in Australia and other hinterlands, but they are still a long way off and boats have much else to do. The need for organization and control is more urgent than ever before, and that organization must have the entire world within its scope. ¶If an international food administrator is appointed Mr. Hoover seems to be the logical candidate. His success in Belgium and America warrants his selection. He is more than a great organizer, an administrative genius; he is contagious. Whoever comes in contact with him catches it. When Julius Barnes was made his right hand man the terminal markets felt quite secure, for Mr. Barnes belonged to them. But no sooner had he come into contact with the Food Administrator than he ceased to be a grain man and became a Hooverite; Mr. Bell of the millers caught the contagion, although, fortunately for the dusties, the crisis last year made it imperative to grind the wheat at home, so the millers prospered. But it was not because Mr. Bell favored the millers. John Stream, Fred J. Lingham and the rest have all become High Priests of Hooverism, and we honor them for it. ¶If this proves anything it means that Herbert Hoover is the biggest man for a very difficult job and we offer the nomination, knowing all the time that if he is appointed we shall have to curb our appetite to the measure of the world's ration; but rather that for a little while than years of suffering at the outposts of civilization.

# EDITORIAL MENTION

Did the peace celebration leave you with a headache? It was worth it.

Well, folks, it's over, over there! Something to be thankful for on November 28.

Of course, you are not one of those who predicted, when the war started, that it couldn't possibly last six months.

Do not forget the quarterly report, due January 1. There won't be many more of them required, so keep smiling.

It has always been easier to get on a war basis than to get off. There are shoals and breakers ahead. A cool head is an asset these days.

Visible supply in Australia on November 1 was 179,000,000 bushels. The world needs it badly and Australia needs the money that it represents.

Inefficient threshermen in the West are being checked up by the sprouting straw stacks over the country. A green stack indicates a green threshing crew, or at least a careless one.

Senator Gore caused a considerable riot in the feed world when he introduced his amendment to the Agricultural Bill to prohibit the use of screenings, mill and elevator sweepings, ground hay or straw, corn cobs, etc., in prepared feeds. There may be abuses in the mixed feed business, but the Pure Food Law covers the case in every respect.

Now that the Germans are through, eelworms in wheat have begun their depredations. It's just one thing after another in the grain business.

A correspondent questions our gopher statement that 10 gophers per acre will destroy 160 bushels from a quarter section, only we inadvertently left out the words "from a quarter section," so that it sounded as if 160 bushels were destroyed on each acre. But what are 159 acres between friends.

The State of North Dakota has brought suit against four Duluth and Minneapolis grain firms, charging that they have taken $16,000,000 illegally from the farmers of the state by using prices fixed by the Minneapolis Chamber of Commerce. The state claims $500,000 damages. If the state can prove that the Chamber of Commerce fixes prices, we hope they will collect all that is due them. But we imagine they have bitten off a mouthful.

The November report is final on most crops in America, and shows the following result of our farmers' efforts to provide food for ourselves and our Allies: Corn, 2,749,198,000 bushels; wheat, 918,920,000; oats, 1,535,297,000; barley, 236,505,000; rye, 18,370,000 bushels. We are getting used to big figures these days and it is hard to make an impression, but with the exception of corn, all of these cereal crops are a great deal over the 10-year average, and corn doesn't lack much. Our hay crop is short: 86,254,000 tons, as against 94,930,000 in 1917.

The Railroad Administration has authorized the cancellation of all allowances for the elevation and transfer of grain and seed through elevators in Western Classification Territory. Official and Southern Classification Territory are to be included in the order. It is now up to the Grain Corporation to allow the cost of these operations in elevators' expense or put the houses out of business. If railroad control by the Government is going to mean that the roads must make money at the expense of legitimate business, let's get back to the competitive basis as soon as possible.

It is less dangerous for American soldiers to go over the top than to be in a foreign country with nothing much to do. Idleness, homesickness, discontent and restlessness will combine in a demoralizing influence that will be hard to control. This is the task that the Allied War Workers have set themselves to do, and they will need a lot of money to keep 2,200,000 boys happy, contented, strong and clean, as you would want your boy to come back to you. Give all you can to the fund this week. It's the only way you have of putting your hand on a khaki clad shoulder and saying: "Son, let's make France respect us in peace as they have learned to do in war." Give your money and the words will be said by those who know best how to say them.

H. C. GAMMAGE
Kansas City.

# NEWS OF THE TERMINAL MARKETS

M. M. DAY
Chicago.

### CHANGE IN CONTRACT GRADE

The Kansas City Board of Trade recently adopted an amendment to the rules making No. 1 and No. 2 mixed, yellow and white corn the contract grades after January 2, 1919, with permission to deliver No. 3 of each variety at a discount of 2½ cents.

### THE CORN ACREAGE QUESTION

Jos. Wild, of Chicago, says: "Theories of a big corn acreage decrease can be questioned. Rather may it be that the big 1919 acreage decrease will be in winter wheat next fall. The Southwest will certainly plant every possible corn acre."

### NEW SAN ANTONIO GRAIN EXCHANGE

Arrangements are being completed for the establishment of a grain and hay exchange at San Antonio, Texas. This enterprising city of some 125,000 inhabitants has a number of thriving, energetic grain dealers and prosperous millers, and the news of the new Exchange has been cordially received by the grain and milling trade generally. A. K. Callahan, formerly of Enid, Okla., has been secured as chief grain inspector.

### MODIFICATION FOR NEW CONTRACTS

The Winnipeg Grain Exchange of Winnipeg, Manitoba, recently adopted a resolution that after the close of the month immediately preceding the delivery month, no new contracts to buy or sell oats, barley or flax for future delivery to be delivered during such delivery months, shall be made upon the floor of the Exchange unless such contracts are made in fulfillment or liquidation of existing contracts.

### FUTURE MARKET AT FORT WILLIAM

The Fort William and Port Arthur Grain Exchange at a recent general meeting decided to open option trading in oats, barley, and flax for the months of November and December commencing November 4. Arrangements were perfected for clearing trades through the secretary's office and arrangements were also made for the registration and cancellation of warehouse receipts for private terminal elevators. Deliveries on option were to be on the basis of "in store" private or public terminal elevators.

### CHANGES IN MEMBERSHIP

*Baltimore.*—New members in the Chamber of Commerce are: Jas. W. Kelly, Wm. DeFord Hauer and Alfred Ettlinger. The following have had their memberships transferred: Jno. L. Hayes, Jos. W. Barker and John B. Daish. Reported by Secretary Jas. B. Hessong.

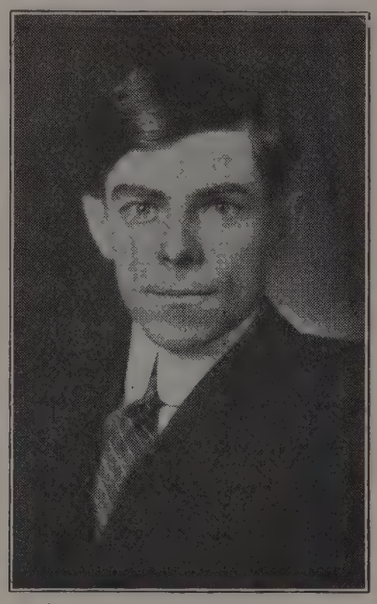
*Chicago.*—John M. Flynn, Geo. E. Walsh, Geo. B. Conover, Chas. A. Johnson and Jas. V. O'Brien have been granted memberships on the Board of Trade. The memberships of the following have been transferred: Jas. K. Hooper, Peter Rothermel, Edw. D. Winslow, Wyatt C. Estes and Dudley M. Irwin. Reported by Secretary John R. Mauff.

*Duluth.*—Jas. F. Barry, Henry Nelson, O. J. Brandstad, C. B. Fisk and E. F. Carlston are new members on the Board of Trade. The withdrawals this month include: F. H. McCarthy, Alex Stewart, W. H. Weeler, J. A. Butler, W. O. Timmerman, O. E. Harris and Guy Warren. Reported by Secretary Chas. F. MacDonald.

*Milwaukee.*—The following new members have been admitted to the Chamber of Commerce during the month of October: Edw. A. Farmer, Clarence H. Thayer, W. P. Broughton and Arthur E. Martin and the following membership have been transferred: Karl Leuders, Chas. J. Reilly, deceased, and H. S. Klein and Zar D. Scott. Reported by Secretary H. A. Plumb.

### V. E. CHAMBERS

One of the consequential elements that underlie success in any undertaking is a proper season. "Every thing by season, seasoned is, to its right shade and time perfection," said Mr. Shakespeare, whose statements of like character are generally accepted by the laity at their face value. Therefore, V. E. Chambers, of Sidney, Ohio, was perfectly correct in engaging in the wholesale grain and hay business in October, for the season was propitious. The grain trade, after being welded with the United States Food Administration Grain Corporation, was coming into its own. Certain restrictions which had served their ends were removed and grain dealers could look forward with confidence to the time when initiative and fair dealing would suffer no drawbacks from the trade itself in the onward march toward renewed progress.


V. E. CHAMBERS

Mr. Chambers has been associated with the wholesale grain trade for the past 15 years and from May 1, 1913, to October 1, was a member of the firm of E. T. Custenborder & Co., of Sidney, having charge of the buying and selling end of the business. The date of the opening of his new office was October 1, just one day prior to his thirty-eighth birthday. His new venture finds him, therefore, in the prime of life, with a wide acquaintance in the grain trade and facilities to justify the hope of a rapid progress in building up a satisfactory business. He states that he will follow out the course which has always been his first object in business, "to see that both the shipper and the receiver get fair treatment and to work for the interest of both."

### CONTRACT GRADES OF CORN

An amendment to the rules was adopted by the Chicago Board of Trade on October 31 reinstating the former contract grades of corn. It provided that trading in January delivery, which began November 1, should be wholly on the old standard, that is, No. 1 and No. 2 mixed corn is the contract price; No. 1 and No. 2 white, No. 1 and No. 2 yellow, ½ cent per bushel over the contract price; No. 3 white and No. 3 yellow at 2 cents, and No. 3 mixed 2½ cents per bushel reduction; No. 4 yellow and No. 4 white, 4½ cents, No. 4 mixed 5 cents per bushel reduction; provided, however, that the new crop No. 4 grades can be delivered only in the months of November, December, January and February.

### HEAD OF CANADIAN BOARD OF GRAIN SUPERVISORS RESIGNS

The resignation of Dr. Magill as chairman of the Canadian Board of Grain Supervisors has been placed in the hands of the Minister of Trade and Commerce. The reason for his resignation has not been divulged.

"The Government," said Sir Geo. Foster, "has no disposition to accept the resignation. I am in communication with Dr. Magill and shall be very sorry indeed if he does not in the end decide to continue his connection with the Board. There is not a board of trade or an exchange or farmers organization in the West, I venture to say, which would not consider the retirement of Dr. Magill a real national calamity." Dr. Magill was formerly chairman of the Canada Grain Board. Later he became secretary of the Winnipeg Grain Exchange and when the Board of Grain Supervisors was formed, was appointed chairman of that body.

### THE AUSTRALIAN WHEAT MOVEMENT

Melbourne to Liverpool via Suez Canal is 11,018 miles; to Genoa, Italy (for mid Europe) 9,200; New York to Liverpool is 3,013 miles; Argentina to Liverpool 6,258 miles. On this basis, North American wheat reaches Italy in about 17 days whereas Australian grain might run four weeks.

On this basis the big grain fleets that may be dispatched to Australia December 15 or January 15, will not begin a flow of wheat to mid Europe before February 15 to March 30, 1919. Meantime, Europe now assured of Allied foods can draw more freely on its own reserves. Meanwhile, America awaits a decrease in Allied provision use to help out the new territories.

The pacification of enemy Europe must also proceed swftly before Allied foods can be directed to prompt relief. A whole winter of mere social order reconstruction may lie ahead. Meanwhile, the final 1919 social and crop conditions of Europe, owing to the disturbances, are beyond forecast, consequently the value level of American resources is still unsolved.—*E. W. Wagner & Co., of Chicago, Ill.—Letter of November* 14.

### PEACE GRAIN PRICES—WHAT WILL THEY BE?

Wheat has a frozen face. Present prices will prevail until July, 1920. Government has promised them and will make good. It will market a big surplus at a loss in competition with cheaper wheats from other exporting countries. How, will be solved later. England has donated over half a billion since war started selling wheat and flour below cost to help the consumers there. Government buying has almost made the oat price. It will in the near future. Corn will be mostly a domestic proposition. Quality is good, much better than a year ago, but the total crop is smaller. It is worth more than present prices to feed if live stock prices are sus-

tained near present range. Farmers will crib more than usual. Restricted speculation is against big bulges. Fluctuations would be smaller if trade were larger. Legitimate speculation is desirable. It takes ambitious money to move the business world.—*C. A. King & Co., Toledo, Ohio, in late Special Market Report.*

### THE NEW CORN

New corn is moving more freely, and selling mainly at a premium over the old, although owing to its higher moisture content new No. 6 at $1.15 is more expensive for industries than is the old at the same figure. By far the greater part of the arrivals of the new crop here so far this season have graded No. 6 or better, practically all of it coming from Illinois, with a few scattered cars from Iowa. The latter is also of excellent quality, and this year the grading will probably be entirely a question of moisture, rather than of damage, as is the case with the old crop. Final estimates on the yields of all grains this year will be given by the Department of Agriculture in December.—*From late issue of Rosenbaum Review, Chicago, Ill.*

### SEASONABLE ADVICE

Southworth & Co., of Toledo, in a recent issue of the *Weekly Market Review*, tell in rhyme how to "flee the flu." As the city of Toledo apparently had its share of the epidemic perhaps the poem appeared a little late. We feel, however, like vouching for its efficacy as a preventive.

If you would not spread disease—
Cover up each cough and sneeze.

Ere you see the germs, or hear 'em—
Have a little shot of serum;

Eat enough, but not too much—
Cut out all the booze and such;

Fill your lungs with good fresh air
So no "flu" can harbor there;

Don't get into crowded places—
Keep away from others' faces;

Early to bed, and late to rise—
Plenty of good old exercise;

These are some of the ways for you
To help to fight and flee the "flu."

### READJUSTMENT OF PRICES

Simons, Day & Co., of Chicago, say in grain letter of November 12:

"The war is now a thing of the past like a horrid nightmare that has been dispelled by the morning's awakening, and now appears the problem of readjustment of prices and conditions of all commodities; the extraordinary and restricted uses of food and material will now disappear and natural competitive markets will gradually result. From now on the demand will be met by the source of supply that can most advantageously supply that demand. This will bring into competition with us the various countries of the Southern hemisphere which were prevented from shipping grain on account of transportation difficulties, and while the needs of Europe are great, the channels from which to supply those requirements have greatly increased."

### PEACE BRINGS RESULTS

"Fathers, mothers, sisters, brothers, aunts and uncles, sweethearts and every other red-blooded individual suffering long under suppressed emotions and in suspense have 'let loose' to the limit their pride, their joy, and their patriotism on the forced surrender of the Huns. The news that the German representatives had accepted and signed the terms for an armistice was reported after the noon hour here.

"The public announcement by the Food Administration is that a world wide program for a modification, or the elimination of the necessity of the use of substitutes in wheat flour is now planned to be made effective about January 1. The Food Administration also give notice today of a modification of the rule under which wheat has been allowed to be used for mixing in poultry feeds—a decision that is calculated to stimulate better prices for classes of wheat not very desirable for milling."—*From Market Letter of November 9 of Pope & Eckhardt Company, Chicago.*

### DEATH OF E. R. REHNKE

The announcement was made on November 1 of the death of E. R. Rehnke of Minneapolis, Minn., chairman of the State Board of Grain Appeals. He was taken ill only a few days previous while in his office and was removed to the hospital. An operation revealed the fact that the trouble was caused by ulcers in the stomach. He died shortly after the operation.

Mr. Rehnke has been for years a very prominent factor in the grain trade of the Northwest. He was frequently quoted as an authority on subjects pertaining to grain growing and distributing. He had been a member of the State Board of Grain Appeals for about seven years and served on the Board at Duluth before moving to Minneapolis. He was 58 years of age and is survived by his wife and three sons. One of the sons is commander of the University of Tennessee Training Camp and one is in the Officers' Training Camp at Camp Zachary Taylor, Kentucky.

THE LATE E. R. REHNKE

### TERMINAL NOTES

Chicago Board of Trade memberships have advanced to $6,050 net to the buyer.

W. B. Christian, St. Louis manager for E. W. Wagner & Co., of Chicago, Ill., was a visitor at the home office early in November.

W. R. Midwoods has left Randall, Gee & Mitchel of Minneapolis, Minn., to represent J. E. Stair, who is in the grain commission business.

Walter B. Bailey, formerly associated with the Quaker Oats Company, has become connected with the Portland Grain Company of Portland, Maine.

The sympathy of many friends will be extended to Frank Montmore of Richardson Bros., Philadelphia, Pa., who lost his wife by death on October 28.

J. Collin Vincent, who has been for many years in the grain export business at Baltimore, Md., has taken a position under the city government.

William S. Sebold, who left the former firm of Finley Barrell & Co., of Chicago, to go with Chandler Bros. & Co., has been appointed manager of their Chicago office.

An unusually attractive wall hanger has been sent to the trade with the compliments of Toberman-Mackey & Co., of St. Louis and Kansas City. It is a reproduction in colors of the painting, "Worth Fighting For," by H. M. Brett, and shows a soldier on a visit to his wife and babe, evidently the first view of his offspring.

Wm. H. Moering has left the Milwaukee office of the Armour Grain Company to go with Hales & Edwards Company of Chicago.

The Big Arm Grain Company, Ltd., Winnipeg, Man., has surrendered its charter and the Stalwart Grain Company, Ltd., of Winnipeg, has dissolved.

Tracy Cockle, well known in grain circles of Kansas City, Mo., has become connected with the Kansas City office of James E. Bennett & Co., of Chicago.

It is announced that David H. Larkin, first assistant chief grain inspector of the Baltimore Chamber of Commerce, will succeed the late Samuel D. Thomas as chief grain inspector.

George E. Pierce, Inc., one of the important grain houses of Buffalo, N. Y., has been granted a state charter. The directors, in addition to Mr. Pierce, are: John J. Cunningham, William L. Stephens, John P. Murphy and F. M. Donnelly.

W. Blair & Co. have incorporated at New York, N. Y., to engage in the general brokerage business in grain, cotton and stocks, with capital of $100,000. Incorporators are W. Blair, D. H. Blair, and M. W. Sametz.

The National Cotton & Grain Company is a new firm to engage in business in New York City. Capital stock is given at $100,000. Incorporators are Robert L. Cooper, C. R. Dougherty, and Thomas C. Burke.

Fred C. Vincent, treasurer of the Simonds-Shields-Lonsdale Grain Company of Kansas City, Mo., sailed early in November for France where he will become connected with the executive department of the Red Cross.

The Victoria Elevator at St. Louis, Mo., with a capacity of 260,000 bushels and operated by the Wm. D. Orthwein Grain Company has been declared regular under the rules of the St. Louis Merchants Exchange.

Charles A. Dayton of the Frisco Elevator Company, Kansas City, Mo., has entered the officers training school for motor transport work at Jacksonville, Fla. Mr. Dayton was a lieutenant in the old Third Regiment composed of Kansas City troops during the war with Spain.

C. E. Lewis & Co., of Minneapolis, Minn., who have had offices in the Chamber of Commerce Building since 1886, moved in October into new, large quarters in the Lewis Building on the corner of Second Avenue South and Sixth Street.

The Halliday Elevator Company of Cairo, Ill., corrects us in a statement made in our October issue to the effect that they had a service flag of 17 stars. There are 18 stars in the company's service flag, all having helped in a loyal spirit to shorten the war.

The Milwaukee Malting & Grain Company of Milwaukee, Wis., recently organized to buy and sell grain and manufacture and sell malt and its products. Capital stock is $120,000 and incorporators are Anton W. Asmuth, Guy J. Zimmerman, Wm. H. Manegold, and B. E. Fink.

S. G. Courteen, president of the Courteen Seed Company of Milwaukee, Wis., recently received word that his son, Lieutenant Herbert Courteen had been promoted to the position of captain, with assignment as battalion adjutant of the officer personnel division.

James A. Patten, vice-president of the Chicago Board of Trade, automatically became president through the death of A. Stamford White. There are but two months of the unexpired term remaining and it is stated he will not be a candidate for re-election next year, his health not permitting.

Tentative plans have been announced for the formation of a company at Sioux City, Iowa, which has for its object the promotion of the interests of Sioux City, Iowa, as a grain center. An acreage tract at Fourteenth Street and Floyd Valley will be offered to grain dealers for trackage and elevator sites at cost. Among the prominent men

interested are H. J. Hutton, president of the Board of Trade and the Mystic Milling Company; W. J. Hayward, president of the Commercial Club; James F. Toy, president of the Real Estate Association.

Rosenbaum Brothers, the well known Chicago grain firm, expect to have their new mill for the manufacture of all kinds of feedingstuffs in operation by January 1. It is located near their elevator on the Belt Line and it is the firm's intention to engage in the feed business on a very large scale.

The Gilpin Hay & Grain Company has been organized at St. Joseph, Mo., to carry on a general grain and hay business. Vincent Gilpin, formerly vice-president of the T. P. Gordon Commission Company, is head of the concern and has charge of the hay department. Offices are in the Corby-Forsee Building.

John F. Mac Kenzie, one of the popular younger members of the Chicago Board of Trade, and manager of the grain department of Shearson-Hammill & Co., surprised his friends in October by announcing his marriage to Mrs. Eleanor Fyfe, widow of William Fyfe. The honeymoon was spent at Sulphur Springs, Va.

The first car of the new crop of corn to reach the Kansas City market arrived October 28 from Iowa. It was shipped by the Central Iowa Grain Company of Kelley to Goffe & Carkener Company and graded No. 4 mixed with 19.4 per cent of moisture. The Addison-Benton Grain Company took it at auction at $1.41.

The first car of new corn received at the Indianapolis market was consigned to Bert A. Boyd Grain Company and arrived October 29. It graded No. 3 white, 16.6 per cent moisture, and sold at $1.35 f. o. b., 32.5 New York rate. The quality was good but buyers naturally figured the loss in reducing the moisture, it being about 3 1-2 per cent in excess of old corn.

The Chicago Board of Trade was closed November 11 and the "indemnities" which are traded in from day to day were declared off. After the directors decided to close the Exchange, the members with others met in the big hall, and after securing a band started a parade which was joined by many of the business houses in streets adjoining the Board.

Samuel Finney, recently associated with the grain and stock firm of E. Lowitz & Co., Chicago, has engaged in the cash grain business in Chicago with a branch at Indianapolis, Ind. Associated with him is John F. Wright, one of the pioneer merchants of the Chicago Board of Trade, who will have charge of the Chicago office in the Continental and Commercial National Bank Building.

Members of the Omaha Grain Exchange of Omaha, Neb., while the "flu" epidemic lasted, transacted business with all windows open with the wind whistling about the tables on breezy days. The opening of the trading session was also advanced from 9:30 to 11:15 o'clock and the close shortened from 1:15 to 12:30 o'clock. All visitors and others not members of the Exchange were barred from the floor.

The Fort Worth Grain & Cotton Exchange at a recent meeting fixed a new schedule of inspection charges, which is now effective as follows: The fee for inspecting grain, hay, seed and the products thereof, shall be 90 cents per car, except where car contains more than one commodity, an additional charge of 50 cents for each additional commodity shall be made. The fee for re-inspection shall be the same as for original inspection, except in cases where the original is not sustained, in which event no charge shall be made.

It is announced that C. B. Pierce, vice-president of Bartlett Frazier Company of Chicago, will retire January 1. Jesse H. Ridge, who was connected with the Bartlett Frazier interests for 31 years but now with the Turner-Hudnut Company at Peoria, Ill., will again become associated with the Bartlett Frazier Company at the beginning of the new year. Mr. Pierce's retirement is stated to be due to poor health. He started in Chicago in 1882 and was for several years manager of the Star & Crescent Milling Company. For 22 years he had been associated with the present company serving at one time as president. The membership held by him in the Kansas City, Duluth and Winnipeg Boards of Trade have been transferred to Frank S. Cowgill, vice-president of the company. The Minneapolis membership held by Mr. Pierce was transferred to W. H. Bartlett.

In the column "Little Stories of Success" now running as a feature on the grain market page of the Chicago *Herald-Examiner* there appeared recently a short sketch by Jos. P. Griffin, head of the grain firm of Jos. P. Griffin & Co. of Chicago. He went with the Glucose Sugar Refining Company as office boy at the age of 13 years, was grain buyer for the firm at the age of 17, and before he was 21, the age requisite for membership on the Chicago Board of Trade, was buying 35,000,000 bushels of grain a year. The article also states that he was the youngest second vice-president, the youngest first vice-president, and the youngest president in the institution's history, reaching the top when 37 years of age.

# TRADE NOTES

The Sheffield Elevator Company of Minneapolis, Minn., is erecting a building adjoining their elevator in which to house the cooler section of a Morris Grain Drier with a capacity of 1,500 bushels per hour.

The Grain Treating Machine Company of Aberdeen, S. D., was recently incorporated with a capital of $50,000 to manufacture machines for treating grain for the removal of smut and foul matter. Incorporators are Wm. Mauck, Daniel Bereth and Jacob Krause.

The Union Iron Works of Decatur, Ill., say that whenever recognized authority expresses itself, its opinions and judgment can be relied upon and when so many up-to-date elevators install the Western Line as standard equipment, it is conclusive evidence of superiority.

The John S. Metcalf Company of Chicago and Montreal is building an additional conveyor gallery at the new Victoria Pier at Montreal, Quebec, Canada. This is an extension of the conveyor system that has been in operation for some years and will give increased loading facilities.

The Cutler Company of North Wilbraham, Mass., is meeting with an excellent demand for the Cutler Meal Dryer, a machine which has been for 40 years in successful use drying cornmeal, hominy, brewer's grits and meal, and all cereal products. It can be purchased direct or of any grain elevator machinery supply house or mill furnisher.

A new No. 8 Hess Dryer has just been installed at the Rock Island Terminal Elevator at Kansas City, Mo., operated by the J. Rosenbaum Grain Company of Chicago. It has a capacity of 1,000 bushels per hour and will operate in batch discharge or continuous flow. The building to house the dryer was erected and the accessory machinery supplied by A. L. Stinson of Chicago.

Every grain elevator owner knows the losses that are caused by leaky cars. He is offered a sure preventive in the Kennedy Car Liner, manufactured by the Kennedy Car Liner & Bag Company of Shelbyville, Ind. This device makes a car absolutely leakproof and the Kennedy company reports that the enormous increase in sales of their liner proves its worth and efficiency.

Berger & Carter Company, Pacific Coast representatives of the Invincible Grain Cleaner Company of Silver Creek, N. Y., have secured quarters at 92 First Street, Portland, Ore., where they show special machines of the Invincible make. It is reported that the volume of sales of Invincible machines on the Coast has greatly increased this year, so much as to necessitate the carrying of a stock at some central point.

These are days for conservation and economy. There has never been a time when thrift was a greater virtue than at present. Bearing on this line the Tropical Paint & Oil Company of Cleveland, Ohio, points out how extravagant it would be, with the present great cost of labor, to use poor paint when two-thirds of the entire cost of any completed job must be expended for labor while only one-third is spent for the paint. In its Tropical Elastikote the company claims to have a paint protection of supremely enduring quality on surfaces exposed to the wildest onslaughts of the weather. Tropical Elastikote under the severest tests has proved its superior stamina on elevator exteriors in many sections of the country. It may be obtained in 16 different shades.

Reports come that in city and country, at home and abroad, on metal or wood, Dixon's Silica-Graphite Paint is popularly known as the long service protective paint; the paint that saves in yearly labor charges because it lasts more years. An indication of its value is given in a service of 18 years on the roof of the barn owned by R. N. Burgess at De Ruyter, N. Y. Mr. Burgess is chief engineer at the power plant of the Straight Line Engine Company, Syracuse, N. Y.

The Barnard & Leas Manufacturing Company of Moline, Ill., have a great deal to say about "everything for grain handling" but they do so concisely and briefly in a number of circulars covering very many of their special machines. They wish every grain dealer to have such of these circulars as he may be especially interested in, and they will be mailed without expense to inquirers. They include illustrations and descriptions of some dozen special machines and devices, and all lines of elevating and conveying machinery.

Late announcements are that the now vacant Siegel-Cooper Building, located at Van Buren and State Streets, Chicago, will be the home of a new organization known as the Chicago Permanent Exposition. The building will be used for the exhibition of objects of interest in the arts, sciences and manufacture. The building comprises eight stories and one floor is to be at the disposal, without cost, of responsible organizations holding conventions or expositions for the furtherance of commercial, industrial, agricultural and public welfare work.

The Bureau of Aircraft Production of the United States Government offered an honor flag to be competed for each month beginning October, 1918, to the Liberty Motor factory which could build 12-cylinder standard United States Aircraft Engines best and ship them fastest. The Lincoln Motor Company, Packard Motor Car Company, Ford Motor Company, General Motors Company and Nordyke & Marmon Company entered a production race on October first. The United States Government has awarded this flag for the first time to the Nordyke & Marmon Company, grain elevator machinery manufacturers, and flour mill builders of Indianapolis, Ind., as the Champion Liberty Motor Builders, for a production record of over 225 per cent of its allotted quota for October. On Saturday, November second, at 3 o'clock, at University Park, Indianapolis, this championship pennant was unfurled and presented to the employees of Nordyke & Marmon Company, at whose plant it will fly for at least 30 days and breathe the same patriotic air which inspired the Marmon organization to win a war production victory which will make it honored on the battlefields of France as one of the aircraft leaders of the United States. A number of officials, high in Government affairs, attended the official presentation ceremony.

# NEWS LETTERS

## TOLEDO

C. E. BRYANT - - CORRESPONDENT

IN THESE times of permits and restrictions, embargoes, car shortage and congestion, the overworked traffic manager is having his difficulties. But withal, Fred Wilkinson, the sprightly manager of traffic for The Paddock-Hodge Company, has only to let his thoughts reflect to the new little stranger at home, and all his worldly troubles are as naught. Fred received the felicitations of his many friends on 'Change upon the announcement that it was an 8-pound boy, Fred junior, born October 29. A bit of timely humor was brought into the incident when W. I. Nokely of the Grain Corporation took Fred lightly to task for his failure to secure a "permit" to cover the arrival, albeit it was his first "offense," and soon the permit, addressed to the agent of the Storkville Ry., Storktown, and filled out in the most formal style, was posted on the Exchange bulletin board.

* * *

M. W. Murphy, a familiar figure on 'Change for many years and who more recently was the floor representative for E. W. Wagner & Co., has resigned to take a position with the Citizens Security Company. His membership has been transferred to T. C. Burke, who comes here from the firm's Chicago offices.

* * *

Lester Howard of the H. D. Raddatz Company was duly elected to membership in the Produce Exchange at the regular meeting of the directors.

* * *

With a view to greater uniformity between markets and to lessen the possibility of duplication, shippers of grain to this market will secure their permits directly from local railroad agents, effective November 5, it was announced by W. I. Nokely, local head of the Grain Corporation. The system of issuing permits to consignees was likewise discontinued at Detroit, Cleveland, Buffalo, Cincinnati and Indianapolis.

* * *

Frank I. King, Our Boy Solomon of C. A. King & Co., is spending a few weeks in the East.

* * *

A party of 11 of the boys on 'Change celebrated Election Day with a Back-to-Nature party up the river. Such games as "Duck on the rock" and "Leap frog" were indulged in promiscuously and the day was thoroughly enjoyed by all. Among those in the party were Bill Cummings, Bert Boardman, Joe Streicher, George Eicher, Walton Stone, Paul Barnes, Harry DeVore, Lester Howard, George Forrester, Chris. Wessendorf and C. E. Bryant.

* * *

Ed. Churchill, an old-timer in the grain trade and well known to dealers in this vicinity, will be identified with the Produce Exchange again as manager of the cash grain department of the Churchill Grain & Seed Company. Mr. Churchill will be remembered as being with the C. L. Maddy Company, Perrysburg, Ohio, and more recently with the Food Administration Milling Division at Toledo.

* * *

Clarence Schaaf, who has been traveling representative for Churchill Grain & Seed Company for the past three years, has resigned to take a similar position with H. W. DeVore & Company. His many friends on 'Change wished him success in his new position.

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The maximum amounts of moisture as proposed by the Department of Agriculture in the tentative grade standards for oats, recently announced, was the subject of much conjecture among the dealers in oats on Produce Exchange. The opinion, therefore, of F. O. Paddock, president of The Paddock-Hodge Company, and one of the largest cash grain dealers in the Middle West, is not unappropos here. When interviewed by the writer, he stated that in all of his 32 years experience in the oats trade he had never once been called upon to give the moisture content on a lot of oats.

"I can conceive of no logical reason for restricting the grading of oats to a specified content, nor can I see any commercial necessity for this action on the part of the Department," said Mr. Paddock. "Unlike corn, whose keeping qualities when ground into corn meal and feeds are limited according to the moisture therein, practically all of the oats crop is sold for feeding purposes, with the exception of the small amount that goes into oat meal.

"Then, too, the inspection department will be up against a problem that will not easily be solved. The local department will have to practically double their already large battery of testing machines, and the resultant delay in handling the enormous movement of oats that naturally find their way to this market will work serious hardship upon everyone concerned."

The following telegram from A. Gassaway, secretary of Produce Exchange, was read into the minutes at the hearing in Chicago, October 17, and briefly sums up the situation as it was regarded by the Board of Directors:

"The Board of Directors respectfully recommend that grades of yellow oats be established to protect the trade who are accustomed to the use of white oats and whose customers will object to receiving yellow oats on white oats contracts. Also, that the moisture test as a grade factor be eliminated, as it will cause much delay in unloading cars and releasing equipment; it will increase congestion at terminals, thereby increasing demurrage charges; cause great expense to inspection departments and seriously handicap the rapid handling of oats; also moisture test is of comparatively small advantage to the trade in general."

## KANSAS CITY

B. S. BROWN - - CORRESPONDENT

THE past month heavy purchases of oats have been made for Government account at Kansas City, frequently as much as 200,000 bushels being contracted for in one day. About 2,500,000 bushels are now held in public elevators, most of which are for the Government's account.

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Members of the Board of Trade recently voted to rescind the rule prohibiting the sending of prepaid telegraph or telephone market reports to country customers.

* * *

By a unanimous vote the members of the Kansas City Board of Trade have voted to put contract grades of corn back to No. 1 and No. 2, where they were a year ago. On account of the poor quality of last year's crop No. 3 corn was temporarily made the contract basis. The new regulation says: "For delivery on or before December 31, 1918, all contracts for corn shall be understood as for No. 3; provided, however, that No. 2 may be delivered at a premium of 3 cents; and provided, further, that No. 4 not containing more than 15.5 per cent of moisture may be delivered at a reduction of one cent from the contract price. For delivery on and after January 2, 1919, contract corn shall be No. 1 and No. 2 grade; provided, however, that No. 3 may be delivered as contract corn at a reduction of 2½ cents. Deliveries of the above grades may be in such proportions as may be convenient to the seller."

* * *

New corn is very slow to reach Kansas City this season, due to the scarcity of good corn in the Southwest as a result of last summer's severe drought. Only one car had arrived by November 5. It came from Kelly, Iowa, and was received by Goffe & Carkener, who sold it at auction to the Addison-Benton Grain Company, for $1.41, or 6 cents over the corresponding grade of old corn, No. 4 mixed. Moisture content was 19.4 per cent.

* * *

More barley was received at Kansas City in October than ever before, 236 cars, compared with 120 last month and 92 a year ago. Practically all of it came from the Northwest and was distributed to feeders in this territory.

* * *

Since the influenza epidemic has made necessary a drastic ban on public gatherings, visitors have not been allowed on the Board of Trade Exchange Hall. The question of closing the Board entirely was discussed by city officials, but they decided that such action was not necessary.

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Trading in privileges and curb trading have been under a ban at Kansas City, although the rule was not generally observed. Recently, however, the directors called attention to them by pointing out that such transactions require revenue stamps.

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Frank A. Theis is an applicant for membership in the Kansas City Board of Trade on transfer by certificate from R. C. Kemper. The membership of C. B. Pierce has been posted for transfer by certificate to Frank S. Cowgill, vice-president of the Bartlett Frazier Company.

* * *

An informal hearing on the proposed changes in oats standards was held in Kansas City, October 28, in the office of R. T. Miles, Federal grain supervisor in Kansas City. The public hearing was abandoned on account of the influenza epidemic. A committee from the Board of Trade recommended in general that greater latitude be allowed in determining grades, especially as regards foreign matter and moisture content.

* * *

According to a recent report by the Missouri State Board of Agriculture, the present outlook is for an increase of a million acres in the wheat acreage in Missouri, lifting this state into third position as a winter wheat producer.

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Kansas City elevators contained nearly 15,000,000 bushels of wheat the first of November, a new high record. Nearly all is owned by the Food Administration Grain Corporation.

* * *

Total deliveries on October contracts at Kansas City were 151,000 bushels of corn and 187,000 bushels of oats.

* * *

Kansas City received slightly over 4,250,000 bushels of wheat in October, as compared with nearly 7,000,000 in September and an average October movement of 6,750,000 bushels. The decrease was due entirely to the embargo on shipments whereby individual permits had to be secured to bring in grain. In issuing permits coarse grains generally have been favored.

* * *

Charles A. Dayton, vice-president of the Frisco Elevator Company and identified with the grain business in Kansas City for over 20 years, has resigned his position temporarily to enter the Officers' Training School at Jacksonville, Fla. He will be in the motor transportation division. Mr. Dayton was formerly a lieutenant in the old 3rd Regiment, a Kansas City organization, during the Spanish-American War. He will retain his interest in the Frisco Elevator Company. His father was one of the founders of the Kansas City Board of Trade.

* * *

Fred C. Vincent left Kansas City the last of October to go to France, where he will engage in Red Cross work. William G. Dilts, Jr., is another member of the Kansas City Board of Trade to take up war work. He has been accepted for Red Cross work and will leave shortly. James N. Russell is attending an officers' training school.

* * *

Lieut. R. R. De Armond, formerly with the Russell Grain Company, and a member of the Kansas City Board of Trade, was wounded in action about the first of October. After suffering from shell shock he was paralyzed for a while, but expects to be out of the hospital in a few weeks. He has been in France six months.

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The Southwestern office of the Food Administration has moved from the New England Building in Kansas City to the Elmhurst Building.

## BUFFALO

ELMER M. HILL - - CORRESPONDENT

GRAIN is arriving at the terminal elevators along the waterfront at the rate of 2,000,000 bushels a day and it is confidently expected that this record will be maintained throughout the month. In other years between 20,000,000 and 25,000,000 bushels of grain have been handled during the month of November, so that grain and elevator interests predict this month will be a record breaker. One reason assigned for the heavy movement of grain down the lakes is the fact that from now on the European nations will be in urgent need of American grain and shipments this winter will be unusually heavy.

"Local grain elevators will not only be kept busy all winter but they will be rushed in transferring these vast shipments that are now beginning to arrive," said an official of the Buffalo Corn Exchange. "Last year it was famine; this year it is feast. We confidently expected that this year would go down in history as the poorest season in the point of handling grain ever experienced in the local market. The way new grain is beginning to arrive, there is every indication that conditions will pick up and although the figures for last year will not be reached, a large volume of grain will pass through the terminal elevators." Buffalo will probably have the largest fleet of grain carriers in port this winter that she has ever

entertained. Boat space will be at a premium at inside docks, and a large number of the carriers will be forced to lay up for the winter under the breakwater.

* * *

Members of the Corn Exchange and the elevator interests of Buffalo were greatly shocked to learn of the death in France of Edward P. Pierce, the 24-year-old son of George E. Pierce, one of the foremost grain merchants in this market. Word of Mr. Pierce's death was brought to Buffalo in a letter from an infantry officer of Chicago, who found a Masonic identification tag on the young soldier's body. One of the local Masonic lodges was notified and Mr. Pierce was advised of his son's death. Edward P. Pierce was a member of the old 74th Regiment of Buffalo, now known on the Western Front as the 108th Infantry. The letter said the boy died a hero's death. All the grain men of Buffalo and at other markets along the lake who know Mr. Pierce sympathize with him. That means another gold star on the service flag on the floor of the Corn Exchange.

* * *

Wallace A. Anderson, son of Henry G. Anderson, prominent local grain merchant, who received his commission as a second lieutenant in the aviation service a year ago, has been promoted to first lieutenant. Lieutenant Anderson is now chief instructor in the school of aviation at St. Paul, Minn.

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Sergeant Edward J. Nolan, who was associated with the Buffalo Grain Company before he entered the service, is reported wounded in action. He went overseas in April as a member of the 306th Machine Gun Battalion.

* * *

The Mobilization Committee of the Lake Carriers' Association and members of the local committee in Buffalo who have charge of the winter moorings at this port and others interested in the fall movement of grain down the lakes met with Julius H. Barnes of the United States Food Administration and fixed the carrying charges on grain down the lakes during the closing weeks of navigation. Carrying charges on grain for the last trip and winter storage at this end of the route were fixed at 6 cents from ports on Lake Superior and 5½ cents from Chicago to Buffalo.

* * *

The elevator and grain interests went over the top in great style in the fourth Liberty Loan campaign in Buffalo. The subscriptions received from these two trades exceeded their quota by a big margin.

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The Buffalo Corn Exchange has been notified that the Government has stopped the receiving of grain at Georgian Bay ports because the elevators at these places are plugged. This was during the latter part of October.

* * *

Clement H. Cochrane, assistant manager of the Washburn-Crosby Company in Buffalo, has left for Washington where he took a position as assistant to F. J. Lingham, chief of the Milling Section, Cereal Division of the United States Food Administration Mr. Cochrane had been in the grain and milling business in Buffalo for many years and before that had been connected with a Minneapolis firm.

## DULUTH

S. J. SCHULTE - - CORRESPONDENT

FORMER employes of houses operating on the Duluth Board of Trade and relatives of operators are making sacrifices for their country in the world's war. The latest announcements in that connection included the death of Major Clyde E. Prudden, son of A. E. Prudden, buyer of the Food Administration Grain Corporation on the floor of the Board. It took place from pneumonia, three days after landing from board ship. He was one of the best known among Duluth physicians, and he had always taken a deep interest in military affairs. Just before his death he was advanced to the rank of major and placed in charge of the medical corps detachment at the base hospital.

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Warren Starkey, son of H. A. Starkey, manager of the Consolidated Elevator Company, and Sergt. Harold E. Bradley, son of E. N. Bradley, secretary and manager of the Globe Elevator Company, were recently wounded, while going over the top on the French front. Neither, however, sustained injuries of a serious nature, and they are expected to be convalescent within a short time.

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A wide circle of Duluth friends regretted to learn of the death at Minneapolis of E. R. Rehnke, chairman of the Minnesota Board of Grain Appeals. He was a member of the Duluth Board of Appeals for two years up until the spring of 1914, when he removed to Minneapolis to assume the duties of the larger position. Besides his widow, he left three sons and three daughters. One of the sons is at the officers' training camp at Camp Zachary Taylor, and another is an instructor at the University of Tennessee.

* * *

Operations on the Duluth market continued active during the last month and officials and clerical staffs of the elevators and grain houses were kept working overtime in keeping their sheets clear. As a result of the heavy movement while shipments to the lower lakes were curtailed on account of congestion in storage and handling facilities down there, some of the elevators here have been operating on a narrow margin as far as reserve storage space was concerned. In a special effort to prevent a complete tieup here and among interior elevators over the Northwest, shipments have been resumed in substantial volume, and it is hoped that the run will be continued at its present basis up to the close of the lake navigation season. Under a recent ruling of the Railroad Administration the routing of 800 cars of grain a day to the Head of the Lakes terminals is now permitted. The obtaining of individual permits from the grain committee at this point is, however, necessary. It was found disastrous to operate under blanket permits issued to the railroads, as was done at the start. It developed that at one stage there was an accumulation of 7,000 cars of grain enroute and some tall hustling was necessary to keep the tracks clear.

* * *

Handlers of cash grain on this market have found their hands full of late in taking care of the district demand for oats that developed as a result of the recent disastrous forest fires that covered a wide area of northern Minnesota. R. M. White, of the White Grain Company, was placed in charge of the distribution of oats and other grains to settlers in need of supplies. Large quantities have gone out to cover those requirements, and that trade is expected to be a material factor on this market for some time to come. Good Eastern demand for oats has also been reported lately on this market. As a result of the favorable war news and the improved peace prospects the market in oats was a weak proposition for some time, but it firmed up recently on good general demand. No. 3 white oats are quoted at 66⅞ cents for spot, 3 cents over last month.

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Receipts of rye have picked up materially here recently with the development of good bidding from Eastern millers for supplies. The pit market in that grain appeared to be pegged at $1.61. The December future was fractionally up at $1.59.

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Business in barley also showed improvement, with continued interest on the part of Eastern buyers. Specialists in that trade have had standing commissions for some time back to pick up all the good grain offerings. The off-grade stuff has been found slow of sale and its routing from the country under present marketing conditions has not been encouraged. Trading in barley has come within a range of from 85 to 97 cents. Though barley futures are now dealt in upon the Duluth Board of Trade, trading in them has so far been of a scattering nature. The November and December futures are now quoted nominally at 93 cents.

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Sergt. Max Rheinberger, formerly with the Standard Grain Company on this market, is now in service in France with the 338th Machine Gun Battalion. According to a letter recently received from him by Edward F. Rheinberger, Duluth agent for Spencer Kellogg & Sons, he was stationed in a quiet sector, but he was in hopes of being in action shortly. He mailed a sample of French barley gathered at the spot where he was encamped. The seed was large and clean, very similar to the Indian and Argentine product, and contained a good percentage of oil.

* * *

George Gackle of Gackle & Co., grain dealers, Minneapolis, has purchased the Duluth Board of Trade membership of E. H. Conkey, who was up until a year ago associated with the Hallet & Carey Company on this market. The Minneapolis house does not propose to open a Duluth office at present, but it will be in position to avail itself of the Board of Trade membership for trading privileges.

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Contracts to the extent of 8,000,000 bushels of grain were made recently for vessel space for grain to be shipped to Buffalo in one week. In view of the congested situation in interior elevators over the Northwest, efforts are to be made to load out as much grain as possible from the houses at the head of the lakes from now on up till the close of the season. It is understood that a large proportion of the iron ore carriers will make extra runs up the lakes to bring up coal, and to take on grain for winter storage at Buffalo upon their down trips. The rate to include winter storage at Buffalo is 6 cents per bushel and it is estimated that 25,000,000 bushels of grain will be afloat down there when the freeze-up comes. Arrangements are being made by the Shipping Board for the wintering of a large fleet in the Duluth harbor with a view to the boats being available for winter storage of grain if wanted. The Food Administration Grain Corporation proposes to take care of a substantial proportion of its spring wheat purchases on this market in that way.

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Vessel men here were interested in the clearing of the steamer *W. P. Snider, Jr.*, for Buffalo last week with a load of 450,000 bushels of wheat. It came close to being the record grain load for the season. It is pointed out that the turning of a few of the big freighters into the grain trade at the end of the season would soon make a hole in elevator stocks.

* * *

Shortage of labor at the elevators is still a cause for complaint, though high wages are being paid and a bonus is to be given to the men who stick through the season with one house. If conditions do not grow any worse than they are, however, the elevator interests are sanguine of being able to worry along until the end of the season.

* * *

The quality of the grain being received on this market continues to be uniformly high. The percentage of smutty wheat has fallen off recently. As a result of grain conditions the elevators have not been afforded any opportunity to take advantage of the mixing privileges accorded them under the present rules. As a consequence the trade has been simply an elevating and storage proposition with them.

## LOUISVILLE

A. W. WILLIAMS - CORRESPONDENT

IN SPITE of the cry concerning shortage of labor and inability to harvest crops, the farmers of Jefferson County and vicinity managed to handle their harvesting in good time, without damage from the elements. Fine mild weather during the greater part of the fall season aided the grower materially. According to local elevator and grain men a finer grade of corn altogether was never brought on the market than the deliveries now being made, whereas last year frost caught the corn early, and the quality was extremely poor as a whole.

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There has been a liberal movement of old corn during the past few weeks as the farmers have been unloading on the descending market, and endeavoring to secure storage space for their new crops. Some new ear corn has been coming in, but no shelled corn as yet. New ear corn opened at around $1.25 a bushel on the local market, with no premium for white. While offerings have been liberal, the demand has been light. Buyers have been hewing to the line and buying for immediate requirements, not caring to take chances with the peace effect on the market. However, fair supplies are carried on hand. In a cash way the local market is quoted at $1.50 a bushel for No. 2 white corn, car lots, with No. 3 white quoted at $1.45; and No. 3 yellow, $1.40.

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Oats have been in fair movement only, the demand being somewhat lighter than it was, while receipts haven't been overly heavy. However, the market is in good shape and holding firmly. In a cash way No. 2 white oats are quoted at 71 cents; standard, 70½ cents; No. 3, 70 cents; and No. 3, mixed, 69 cents.

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The hay market has fluctuated more or less during the first 10 days of November, losing a dollar here and making up there, due largely to uncertain receipts, heavy shipments for a day or so, and then a falling off in receipts until surplus stocks were almost cleaned up. Latterally, however, receipts have been somewhat better and have been averaging around 15 cars a day, resulting in the market being weaker by about 50 cents on the ton. Spotted deliveries of cars to rural sections has been largely responsible for uncertain receipts. However, traffic movement has been much better than had been expected for the fall as a whole, and the car supply is fairly adequate. Principal hay quotations, car lots, baled, show No. 1 timothy selling at $32.50 per ton; No. 2, $31.50; No. 3, $29.50; mixed, No. 1, $30; No. 2, $28; No. 1 clover, $25; No. 2, clover, $22; rye straw, $12@$13; wheat and oat straw, $11. Cars have been supplied much better for handling Government shipments than for ordinary commercial shipments of hay.

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River shipments in and out of Louisville, and for the length of the Ohio River have been rather quiet for the past few weeks due to low stages of water in the river, and a general shortage of boats and barges. The big ice break last winter wrecked transportation badly on the river, and conditions have been such that no real attempt has been made to rebuild. Such boats as have operated have been small tonnage carriers, due in part to the high cost of fuel, and short-

age of labor to man them. Rains during the past 10 days have resulted in better river facilities, especially on the lower Ohio from southern Indiana and Kentucky grain growing sections.

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Although terminal conditions in Louisville have been much better under the control of the U. S. Railroad Administration, the general shippers are far from satisfied that Federal control in peace times would be a good idea. Louisville has always suffered from poor terminal facilities largely due to the fact that the Louisville & Nashville Railroad has steadfastly refused to switch competitive freight. Under the Railroad Administration there has been free exchange at terminals, and none of the old switching troubles have been observed. The long and short haul troubles have also been forgotten, as shipments are routed direct, and not carried far out of their way in order to secure the competitive haul. This has aided materially in conserving the car supply and time in delivery. However, the political influence of Government control is a rather serious thing to consider, and, again, competition is a big help to the general shipper.

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Due to the influenza epidemic, a big meeting of the Ohio River Improvement Association scheduled for Louisville on October 17 and 18, was indefinitely postponed, under orders of the State Board of Health, but it may be held late this month, or early in December, as some very important matters are under consideration. Chief of these will be that of endeavoring to secure an appropriation from Congress for continuation of work on the Ohio River and for the establishment of Federal barge lines on the Ohio, where there is a general shortage of tonnage. Members of the organization, which numbers many large grain shippers in its ranks, point to the fact that river transportation has been the greatest club that the shipper has had in keeping the railroads in line, and this has resulted in much more favorable rates for Louisville, Cincinnati, Evansville, Cairo, Paducah and other river towns.

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Whether distilling after the war will come back again, and whether it will mean the same large amount of business to the Louisville and Cincinnati grain handlers is a question of considerable interest at this time. While the grain handlers as a rule have about given up any hope of maintaining the business, at the same time national prohibition has not been decided upon by any means, and a number of the larger distilling concerns are holding their plants intact, instead of wrecking them, and selling the junk on a high market, as has been done by numerous small distilling organizations. During the past few weeks several of the larger plants have changed hands through public auctions, but an investigation of a number of these sales shows that officers of the companies purchased in the plants at small figures, thereby reducing the holding and tax payment materially. A distillery costing over $300,000 to build, and figured to be worth more than a half million as a going plant, was sold a few days ago for about $39,000, and purchased in by a vice-president of the company. This is only one of numerous similar sales, through which a marketable value is placed on the property.

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Steady shortage of labor and slow deliveries of machinery and equipment have held back completion of the plant of the Kentucky Public Elevator Company, which was originally to have been completed by September or October at the latest. The company now reports that it will be able to start operations on December 1, if nothing unforeseen further delays completion. This plant has been out of operation since the big fire in the early spring of 1917.

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The increased cost of all products has resulted in a greater demand for larger banking units than has been the case in the past. As a consequence, there have been several bank mergers and consolidations in Louisville recently. One of the first of these consolidations was that of the American and Southern National Banks into the American-Southern National Bank. This was followed during the present year by the consolidation of the National Bank of Commerce and the German Bank in the National Bank of Commerce. Within the past few days the Citizen's National Bank and the Union National Bank have consolidated as the Citizen's Union National Bank. It will have a capital of either a million or a million and a half, surplus and undivided profits of a similar amount, and total assets of more than $20,000,000. This represents by far the largest banking organization in the South. It is reported that another merger is in prospect which will be of even larger proportions, with the result that Louisville and the South stand to secure much better banking accommodations than have been possible in the past.

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The campaign for more wheat has resulted in an estimated increase of 10 per cent in the 1918 fall acreage as compared with the acreage planted in the fall of 1917. Tennessee is reported to have increased her wheat acreage by 30 per cent. In event of peace it is a question of how the carryover crop and a possible bumper crop next spring will be handled. However, with the Government guaranteeing a price, the farmer appears safe, though it looks like another year of high prices. Louisville grain and mill men report that the 1918 wheat crop is entirely out of the hands of the farmers, and that it is only a question of a couple of months at the most before the larger Kentucky mills will have to go to the primary markets for supplies. However, if the demand for flour does not pick up, it is asserted that a number of mills will have to close down and take the chance of losing their organization, as so much price-cutting has been done lately to get business that the milling industry is not showing much profit.

## ST. LOUIS

R. O. JOHNSON - CORRESPONDENT

PEACE in Europe will revive interest amongst grain traders and millers as to the next officers and directors of the St. Louis Merchants Exchange, as during the last two years the old officials have held over as a war measure. With the passing of war, however, the election, which will be held in December, will assume its old importance, and many changes in the directorate, if not in the officers, are likely.

At present J. O. Ballard is president; E. C. Andrews, first vice-president; and Charles L. Neimeier, second vice-president; and under an unwritten rule of the Exchange, which only once or twice has been broken, the first vice-president succeeds to the presidency. This would confer the office on E. C. Andrews and advance Mr. Neimeier to first vice-president. Mr. Ballard, as is the custom, would become an honorary member of the Board of Directors. Mr. Andrews is very popular with both grain men and millers; and as grain men have held the office for several years, there is a feeling that the next honor should be bestowed on some miller. If there is independent opposition to Mr. Andrews, it may come from Al. V. Imbs, of the J. F. Imbs Milling Company, as he is very popular with the younger element of the Exchange, and has been very active as a director in the affairs of the organization in the past two years.

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Mayor Kiel and Public Utilities Director Hooke, St. Louis, have agreed to submit to the Board of Aldermen an ordinance calling for an appropriation of an additional $350,000 to be used in doubling the size of the municipal dock now being constructed in the Mississippi River at the foot of Market Street.

This decision was reached after James E. Smith and Thomas Lovelace of the Mississippi Valley Waterways Association had shown the Mayor a letter from M. J. Sanders, Federal manager of the waterways project, in which he said a 1000-foot dock, as planned, would not be large enough to handle the traffic which would be developed, as many Chicago shippers had pledged themselves to route their products to New Orleans by way of St. Louis if sufficient docking space here could be assured.

Sanders said that under favorable conditions St. Louis would receive 10,000 tons of freight a day, about twice the capacity of the dock under construction. With the new appropriation the total cost of the 2000-foot dock will be $700,000. Much of the tonnage of the new barge line has been made up of grain.

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Owing to the better quality of the present corn crop, the St. Louis Merchants' Exchange has amended the rules so as to make Nos. 1 and 2 yellow, mixed and white corn deliverable at contract price and Nos. 3 yellow, white and mixed at 2 cents per bushel under contract price. No. 3 white, yellow and mixed corn can not be delivered during the months of March, April and May, however, except at 4 cents per bushel under the contract price.

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Members of the St. Louis Merchants' Exchange have purchased and reorganized the Knobel Fishing Club at Corning, Ark., and E. C. Dreyer has been elected president; E. C. Andrews, vice-president; H. S. Rein, secretary and treasurer; and Alex H. Smith, chairman of the Board. These members, with M. B. Johnson and Joseph T. Newell, constitute the Board of Directors. Other members are W. K. Stanard, Thomas L. Martin, T. E. Price, J. Sidney Smith, William T. Hill, Fred N. Young, Robert F. Deibel, F. E. Kauffman, C. Bernet, C. Oscar Lamy, E. L. Waggoner, George C. R. Waggoner, John T. Milliken, James S. Dowling, R. J. Pendleton, Louis Repetto and E. J. Moser.

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William H. Danforth, president of the Ralston Purina Mills, St. Louis, returned from France recently, where he spent nine months doing Y. M. C. A. work. In that time he was frequently under fire, and for heroism displayed at Jaulgonne, July 24 and 25, was commended by the colonel of an American regiment. Danforth returns to take an active part in the Missouri State drive for the United War Work, which started last Monday, with the objective of a $170,000,000 fund. Mr. Danforth spoke highly of W. E. Stewart, formerly representative here for Ware & Leland, Chicago, and of Bert Lang, a prominent grain man, who also have been doing Y. M. C. A. work in France. Mr. Lang returned recently.

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That Missouri farmers have raised 144,440,000 bushels of corn and have a carry-over of 17,640,000 bushels, or a total of 163,080,000 bushels for feeding operations during the coming year, is the final returns of the 1918 corn crop as announced November 8 by Field Agent E. A. Logan and Secretary Jewell Mayes of the U. S. Bureau of Crop Estimates and the State Board of Agriculture. Missouri corn totals 145,440,000 bushels against 255,000,000 last year. The acre yield is 20 bushels, against 35 in 1917 and 26.8 average. In drouth stricken districts corn is chaffy and light. In other sections, notably in Southeast, heavy fall rains caused rotting, and much corn is wormy. More corn matured than last year, but in the state as a whole the quality is lower than in 1917. Very little was frosted and the crop is ready for cribbing. There is 7 per cent of last year's crop on farms. The crop cut for silage was 11 per cent against 7½ per cent cut for that purpose last year. The average state price of corn is $1.40 per bushel. Very little corn has yet been sold, and price has not been fully established. Many counties have no corn to ship out. The surplus is confined to extreme northern counties in which the yield is not up to expectations. The feeding value is much above last year. General conditions in Missouri are very favorable. Wheat in every section is reported "the most promising ever seen." Preliminary estimate, 3,775,000 acres. Seeding completed except in a few counties. Growth splendid, making bountiful pasturage. Hessian fly in several counties in early sown crop.

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The St. Louis Merchants' Exchange staged two peace celebrations, but the false one was more enthusiastic than the real, as with the actual signing of the armistice the Exchange was closed. In the afternoon, however, members marched in a parade with a band, and held an impromptu dance on the "floor." Excitement was not intense, however. The false celebration on the unfounded report that the armistice had been signed was the most enthusiastic ever known. Shortly after the news was reported a band marched on the floor, and soon employes of the Exchange, members and outsiders, men and women, to the number of 1,000, were singing, shouting and apparently delirious with joy. When the enthusiasm reached its height the crowd paraded around the hall, and as they passed the sample grain tables each marcher grabbed two sample pails and began beating them together, until the din became ear-splitting. Tiring of the celebration on the floor the entire crowd marched out into the street, although rain was falling at the time, and paraded through the down town district, crazy with joy. In the van of the parade were the president and other officers of the Exchange and nearly all its active members. It was several hours before the celebrators disbanded and not until next morning that they learned that the armistice had not been signed, but there were very few regrets over the celebration.

## NEW YORK

C. K. TRAFTON - CORRESPONDENT

TWO events that have caused universal jubilation recently furnished the incentives for spontaneous outburts of enthusiasm on the floor of the New York Produce Exchange. Even before the glorious success of the Fourth Liberty Loan became known, the members held a little celebration of their own at the close of the last day of the great drive, when the dial in the center of the floor showed that the highly efficient and enterprising Liberty Loan Committee had secured subscriptions for the handsome total of $21,141,500. This set at rest the fears of those doubters who had been dismayed when it was announced that the quota assigned to the Exchange had been increased from $10,000,000 to $15,000,000. Three subscriptions of $10,000 each were received from members of the grain trade serving with the army in France, namely: Lieut. Herbert L. Bodman of Milmine, Bodman & Co., and Thomas A. Blake and Joseph A. Blake, sons of Thomas M. Blake, the well-known hay man. The sum of $198,000 was secured through the auctioning of an American flag, measuring 12 feet by 6, made entirely by hand by Mrs. Wm. Willis Merrill, wife of an old Exchange member. The flag was bought by Charles E. Kuh for $100,000. The second outburst proved to be somewhat premature. It followed the unfounded rumor in circulation on November 7 to the effect that Germany had accepted the armistice terms of the Allies. After the announcement was received business was to all practical purposes suspended. The members marched all over the great floor or gathered in numerous large groups; cheering, shouting, singing, waving flags, and

throwing ticker tape broadcast. The famous "Bowery," where the cash grain men hold forth, was a scene of the wildest disorder and it required courage of the highest order to attempt to walk through that section through the steady stream of grain samples, paper bags and boxes, and even metal pans and pails, flying thick and fast through the air. It seemed a miracle that no one was injured.

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The United War Work Campaign got off to a good start on the New York Produce Exchange, following the announcement that the following representative committee had been appointed: Walter Moore, chairman, James Barber, Edward Beatty, Thomas M. Blake, George W. Blanchard, J. S. Carney, Arthur Dyer, Wm. T. Brainard, Benj. Frankfeld, Harry W. Gladwin, Charles E. Kuh, Thomas Lenane, L. G. Leverich, F. B. Mackay, A. Montgomery, Jr., Wm. C. Mott, W. A. Storts, Wilfred Wallace, B. H. Wunder.

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At the close of one of the recent sessions on the Produce Exchange, many of the members, and especially those in the grain trade, were much interested and amused when Charles C. Ramey, familiarly called "Genial Charles" by his many friends in the trade, after a short and humorous speech, presented a mysterious package to Gilbert C. Tompkins as an expression of love and esteem from his many friends on the occasion of his seventieth birthday. When the package was opened it was found to contain a large pie bearing the inscription: "Greetings to Gilbert C. Tompkins, 1848-1918." Mr. Tompkins is one of the oldest members of the trade, having been in it since boyhood, and is much esteemed for his high ideals. Notwithstanding his long service, he is exceedingly spry and active and owing to his fine complexion and few gray hairs might easily be taken to be 10 years younger.

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Harold P. Mitchell, manager of the Estate of A. F. Lane, grain and flour brokers, has been elected to membership in the Produce Exchange. Mr. Lane, whose death occurred about three years ago, was for 25 years prominently identified with the grain, flour and feed trade.

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Thomas G. Readdy, for many years active in the local grain market, recently as manager of the New York-Chicago grain wire of Shearson, Hammill & Co., severed that connection at the beginning of the month and is now acting in the same capacity for the Chicago commission firm of Thomson & McKinnon. Charles C. Rubins and his brother Willis, local representatives heretofore for Thomson & McKinnon, are now managing the New York end of the private wire operated by Wm. H. Noyes of Lamson Bros. & Co.

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James Carruthers of James Carruthers & Co., Ltd., the big Canadian grain house, visited the firm's New York office early this month while on his way to White Sulphur Springs for a short vacation.

## CINCINNATI

K. C. CRAIN - - CORRESPONDENT

THE expected happened in an unexpected way when the day after the Ohio election it looked as if the "wets" had carried the state by a substantial majority, and then this apparent result was changed into an equally substantial majority for the "drys" on the second day following. For several months it had been virtually conceded that the liberal faction had hard sledding, with an almost impossible task ahead of it; but sentiment seemed to change until up to the time of the election, when it looked like at least an even break. The fact that in the last previous election on the subject the wets won out by only a narrow majority made it seem that the drys would have things their own way this year, and the rejoicing of the liquor men and their friends when it looked as if an unexpected victory had been granted them was correspondingly enthusiastic. The change, on the other hand, cast them down considerably, as might have been expected. However, the blow is by no means as severe as might have been the case a year or so ago, before the restrictions put into effect by the Food Administration had become the usual order of things. As far as the grain end of the business is concerned, the supply of grain for liquor purposes has of course been reduced nearly to nothing, and dealers handling such grain have, in consequence, turned their attention to other lines. With the difference that the change will be permanent, instead of temporary, there is consequently little effect on grain men through the election. The prohibition amendment voted on takes effect May 26, 1919.

* * *

At this writing the influenza epidemic continues to hold things in its grasp pretty generally, although indications are not lacking that the end is near. New cases have diminished rapidly in number during the past week or so, although the number of deaths has been considerable in proportion to the new cases, this in itself indicating, according to the authorities, that the disease has about run its course. The operations of the grain trade have not been curtailed to any considerable extent by the epidemic, except insofar as grain men themselves have been ill, or their customers have needed smaller supplies on account of the general let-up caused by the disease. By the end of the current month it is believed that the disease will have been thoroughly stamped out, after reaping a harvest of about 800 deaths in Cincinnati alone, and causing an unheard of cessation of all public gathings ever since October 5.

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A development of the influenza epidemic which has operated to give a considerable additional volume of business to the several grain houses furnishing feed to the owners of racing stables and horses quartered at the famous old Latonia race course, back of Covington, was the enforced postponement of the annual fall race meeting there. The meeting was to have begun on Thursday, October 10, but at that time the ban against all public gatherings was in full force, and consequently it was not considered advisable by the health authorities to permit the racing to begin, in spite of the fact that the resulting gathering of people would, of course, be outdoors. The continuance of the restrictions made it impossible to start racing until more than a month after the expected date, at a time when, following the original schedule, the meeting would have been over. Racing will probably continue until Thanksgiving, unless inclement weather makes it impossible; and the net result has been that some hundreds of thoroughbreds have been eating hay and grain from the Latonia Hay & Grain Company or the Kenton Hay & Grain Company, as well as other local concerns, for several weeks longer than would otherwise have been the case. "It's an ill wind," etc.

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Discussion has again been brought up looking to the consolidation of the Chamber of Commerce and the Business Men's Club, and, naturally enough, this has brought up the matter of the Cincinnati Hay and Grain Exchange again affiliating with the Chamber. The matter has not been taken up officially, as the consolidation scheme is in a purely formative condition, and on former occasions, after careful planning, fell through. The general appreciation of the strength that results from union, however, and the feeling that all of the business interests of the city ought to be banded together for the purpose of meeting the difficult conditions which will follow the war, for the city's sake, are expected to lend much weight to the arguments in favor of welding into one strong organization the two big business units which now exist. By the same token, it is felt that there would, in that event, be strong pressure from all sides, including the inside, to bring the grain men again into the fold; and it may be said that should the short-sighted policy of the Chamber which made it necessary for the Exchange to leave be reversed, and assurances of liberal treatment, without undue interference, be given, the chances favor the Exchange and its members joining in the get-together movement. But that means that a good deal must happen first.

* * *

Grain men are keeping careful tab on their business, to an extent not previously necessary, following notice from the Federal Food Administration that all licensed grain dealers and handlers must on January 1 render a report of their operations for the three months previous to that date. The reports to be made will include all details, such as total business, gross and net proceeds, and net profit.

* * *

Sergt. John F. Dunn, of Cincinnati, formerly with the Ferger Grain Company, and lately with the "Devil Dogs," was back home recently on a 30-day furlough after participating in the hard fighting which the Marines saw in Belleau Wood and other points around Chateau-Thierry. Sergt. Dunn entertained his friends at the Hay and Grain Exchange with reminiscences of the fighting, telling among other things, of "mopping up" a Hun dugout against machine-gun fire, and personally accounting for three Germans with his rifle-butt. He was given a rousing reception by the grain men.

* * *

A hearing was had at the Hotel Gibson on Saturday, November 2, by representatives of the United States Bureau of Markets, at which grain men and others interested were invited to appear and give their views on the tentative standards for oats which have been established by the Bureau. Several grain men appeared and volunteered their views for the information of the Bureau.

* * *

United States District Judge Hollister, at Cincinnati, recently rendered a decision which resulted in the dismissal of the two indictments pending against officers of the Ferger Grain Company, of Cincinnati, on the charge of forging bills of lading. The court held that forging bills of lading which do not represent "any actual or contemplated shipment in interstate commerce" does not violate the Pomerene Law. The point of the opinion, apparently, was that no violation of law in this respect can be committed with reference to a transaction which is wholly fictitious, as that involved in the cases in court was. Inasmuch as the financial details have been taken care of, it is understood, the decision of the court on the forgery charges disposes finally of the matter.

## MILWAUKEE

C. O. SKINROOD - CORRESPONDENT

MILWAUKEE grain men went wild in the premature peace celebration of November 7, which sent the entire city into a delirium of joy. When the news was flashed over the wires that Germany had surrendered, the members on the floor began to yell and sing, to dance and do other impromptu stunts. Bags of grain and flour were thrown about in the wild hilarity which lasted for some time. When it was found later that the reports were fakes, there was general resentment.

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Grain men here in general believe the war is near an end and they are eagerly discussing just what the conditions are likely to be when peace comes. The Milwaukee food administrator thinks there will be a very urgent demand for food for a long time after peace comes. In the first place America must feed its armies on the other side of the Atlantic for a long period after the armistice is signed, and a very large force is sure to be retained there for some time to work out the peace terms. Furthermore, as many as possible of the millions of people starving in Europe, will be taken care of under the good offices of the Allies and this is certain to make an enormous food demand.

Grain men in Milwaukee point to the vast supplies of grain in Argentine and Australia as well as in India, and believe that these vast stores of grain will be carried to the starving just as fast as the ship bottoms can be obtained. In view of this fact, and of the great call for food which is expected in the next few months, it is believed that Americans will be called upon to conserve food just as carefully for a long time to come. Grain men here also declare that the high prices now prevailing for food are the best possible antidote for large consumption. They believe that the tremendously high prices practically compel the average family to husband every ounce of food and that this is the best possible guaranty that the supply of food in America will be sufficient, not only for our population but for the suffering millions of Europe.

* * *

Large stocks of grain are reported in Milwaukee. There are no less than 3,580,000 bushels of wheat, which is an unusual supply. Other stocks on hand here at the opening of November were 84,000 bushels of corn, 1,261,000 bushels of oats, 493,000 bushels of barley and 155,000 bushels of rye. The corn supply, it may be noted from these figures, is exceedingly small, as the new supply of corn is yet to come in, while the stocks of barley, rye, oats and other grains is ample, and in one or two cases above the normal.

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Milwaukee flour stocks at the opening of the month of November were in excess of 50,000 barrels, compared with 62,000 barrels on October 1, only 9,000 barrels in round numbers a year ago, 39,000 barrels two years ago on the same date and 135,000 barrels for November 1, 1915. These stocks are small compared with the conditions just after the world war began. They are larger, however, than the very small stocks of flour that prevailed last November when the crop of wheat was unusually small.

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The progressive character of the Milwaukee Chamber of Commerce is shown by the fact that the Board of Directors recently voted to make application to the National Government to provide the city with air mail service just as soon as possible. The resolutions are similar to those adopted by other civic bodies of Milwaukee in the widespread attempt to get air mail routes for Milwaukee at an early date. Other points in Wisconsin are also active in trying to obtain the earliest air routes.

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According to information which has come to the malsters of Milwaukee, it will be possible to make malt for manufacturers of cereal and breakfast foods up to November 1, 1919. Special applications for making this malt will be required. This will extend the use of malting plants which will be affected by the law stopping the manufacture of beer on December 1.

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A membership in the Chicago Board of Trade was sold in Milwaukee at a price of only $75, which is only a fraction of the normal price paid for these memberships. The membership was a part of the

assets of Charles F. Glavin, bankrupt. Mark Bates was the buyer in the sale held before Referee of Bankruptcy John F. Harper. Statements were made in court to the effect that the membership should have been worth some $6,000. The question of whether such a transfer will be approved and accepted by the Chicago Board of Trade was the stumbling block which lead to the sacrifice price which was paid for it.

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Among the recent new members of the Milwaukee Chamber are Edward A. Farmer of Milwaukee, Arthur E. Martin of Minneapolis and Clarence H. Thayer of Milwaukee.

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Among the recent grain firms organized to operate on the Milwaukee market is that of Anton W. Asmuth, George J. Zimmermann, William H. Manegold, and Bruno E. Fink, incorporators, who have started the Milwaukee Malting & Grain Company. The capital stock of the new company will be $120,000. The concern will buy and sell grains and manufacture malt and its various by-products.

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The range of barley values has widened out considerably for several days with a comparatively small number of cars of bright barley coming. Consequently, a premium is paid for this class of goods. Dark colored barley is in much larger supply and the market is not so strong because of this surplus of offerings.

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Oats has been in brisk demand at the Milwaukee market with a call from the Government and from industries for large amounts. The movement to the East has been of exceptionally large proportions, one steamer, the *Hilbert L. Smith*, leaving recently with 335,000 bushels of oats for Buffalo. The oats receipts at Milwaukee have shown remarkable gains. Offerings of oats here since August 1 have shown a gain of 60 per cent over the same period during last year. The offerings over this series of months jumped from 8,700,000 bushels in 1917 to 13,528,000 for the same period of 1918. The figures for the same period show no particular increase in oats trade at other primary markets and at a number of them there were actual declines. This attests in most striking manner the popularity of Milwaukee as an oats trading center.

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For the first full week in November the approach of peace showed unsettled but generally higher grain markets. Dark barley picked up considerably and moved better with prices from 5 to 7 cents higher. Oats advanced about 4 cents a bushel in the same period. Corn was strong to 5 cents higher while rye was easier. The movement of wheat has fallen off considerably and the demand is good.

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Shipments of grain by lake from the Milwaukee market have been heavy, the total to the date of the latest compilation being 10,967,000 bushels, compared with only 1,975,000 bushels for the same period of the navigation season of 1917. In other words, shipments by water from this port have been no less than five times as large as last year. Lake shipments from Milwaukee in the recent war years have made a remarkable record.

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W. M. Bell, Albert R. Taylor and P. P. Donahue were the Milwaukee grain men appointed to help in making the oats standards of the United States. They attended the hearing on oats standards at Chicago and made suggestions to improve the grading plans. Milwaukee is very much interested in the new oats standards, according to Mr. Bell. He declared that since Milwaukee is one of the greatest oats markets in the country, the new standards will have much effect here. The retention of the new tentative oats standards, he said, will depend much on the report given on them by grain men from the various grain markets. The moisture test required under the new grades may make considerable trouble for the grain men, asserted Mr. Bell.

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Shipments of grain which have been loaded on shipboard at Milwaukee destined for other ports on the Great Lakes will not be held up here in the future, if Lieut. Weichelt, of the local recruiting station can prevent it. He says that considerable trouble has been experienced lately in getting the necessary crews to take the vessels to the East. Lieut. Weichelt states that there are enough jackies in the local station to make up about four crews and that hereafter these men will be assigned to duty aboard ships so that the cargoes can be carried through promptly. He has offered the services of his men to the Federal Food Administrator.

* * *

The Wisconsin wheat program put on by the Experiment Station of the College of Agriculture is meeting with success, judging from the figures on yields. The acreage of spring wheat harvested this year is more than twice as large as that of a year ago and the yield averaged no less than 24 bushels an acre. The total production of spring wheat in the state was just a shade less than 8,000,000 bushels, compared with about 3,000,000 bushels for 1917. In many Wisconsin counties the wheat acreage was increased from 300 to 400 per cent in a single season. Two out of every three farmers in the state are now raising spring wheat compared with one of each three formerly.

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The Wisconsin barley yield for 1918 averaged 35 bushels an acre with a total of nearly 25,000,000 bushels compared with about 19,000,000 bushels a year ago.

* * *

Corn yield of Wisconsin jumped from 42,000,000 bushels last year to 66,000,000 bushels this year. Many farmers are saving seed corn for two years because of the excellent quality of the corn this year.

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Secretary Plumb of the Chamber of Commerce reports that the rate of interest on advances for the month of November is 7 per cent.

## PHILADELPHIA

**F. W. COLQUHOUN - CORRESPONDENT**

RECEIPTS at Philadelphia during the month of October were 228,806 barrels flour; 282,780 bushels wheat; 41,211 bushels corn; 447,957 bushels oats; 153,092 bushels rye and 6,200 bushels barley.

Stocks of grain and flour in public warehouses November 1, 1918, were 217,604 barrels flour; 2,535,605 bushels wheat; 24,096 bushels corn; 421,211 bushels oats, as compared with October 1, 1918, 167,817 barrels flour; 2,197,823 bushels wheat; 23,604 bushels corn; 473,259 bushels oats.

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In observance of Election Day, the Commercial Exchange in the Bourse, was closed all day.

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A. Judson Stites, well known grain and feed broker in the Bourse, suffered a stroke on November 1, on the floor of the Commercial Exchange. He was removed to his home and is said to be much improved.

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H. D. Irwin, second vice-president of the Food Administration Grain Corporation, notified A. B. Clemmer, secretary of the Commercial Exchange, on October 31, of changes in discounts on various grades of red and garlicky wheat as follows: On all white wheat and mixed wheat, 2 cents discount from corresponding grade red and 3 cents discount for all smutty wheat from corresponding grades.

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Samuel L. Whitson, for many years a member of the firm of W. S. Woodward & Co., feed and grain merchants, Twenty-third and Cherry Streets, and with branches in many parts of the city, died of apoplexy October 21 at his home, 3809 Powelton Avenue. He was well known to the trade here.

* * *

Joseph Rodgers, brother of James Rodgers of Richardson Bros., grain and feed brokers, now in France with the 79th Division, 315th Infantry, "Philadelphia's Own," was in action September 16 to 24. Recent letters that have been received from him say that he is in good health.

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Robert Downing, chief grain inspector of the Commercial Exchange, since January 1, died of heart disease and kidney trouble at his home, 809 East Allegheny Avenue, October 14. For many years he had been identified with grain interests here. He was for several years assistant to Captain John O. Foering, and succeeded him as chief when the captain retired January 1, 1918. For over 25 years Mr. Downing had been with the inspection department of the Commercial Exchange. He first came to the Exchange in January, 1889. He was inspector for the last 20 years.

Mr. Downing was born in South Philadelphia, October 16, 1865, and resided in this city all his life. He was a member of the De Soto Council, Knights of Columbus; Girard Assembly, No. 6, Artisans; Ascension Roman Catholic Church; former president of the Ascension Catholic Club and a member of the Parkland Athletic Association. He is survived by a wife and two daughters and two sons.

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A lieutenant's commision has been awarded to Albert R. Stuetz, a stepson of Samuel L. McKnight, a well known grain and feed broker, and a member of the Commercial Exchange. Mr. Stuetz won his commission after several months' extensive training at Ellington Aviation Field, Houston, Texas. He enlisted January 1, in the aeronautics branch of the service and was sent at once to the Southwest. His home is at 420 South Fortieth Street. After a furlough, Lieutenant Steutz sailed for "Somewhere in France."

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George M. Richardson, superintendent of the Merchants' Warehouse Company, on November 5, gave notice of an advance in storage rates on hay and straw at West Philadelphia and Kensington warehouses due to an advance in wages effective November 1 and other increased costs of operation. Effective November 15, the following tariff of storage charges per net ton will be assessed on all carload shipments of these commodities unloaded at their warehouses: first period of five days, 25 cents; second period of five days, 25 cents; third period of five days, 30 cents; fourth period of five days, 30 cents; After the fourth period of five days a charge of $1 per car minimum weight of 20,000 pounds will be assessed for each period of 24 hours or any fraction thereof.

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In an effort to co-operate with the banks in their request concerning the necessities of early banking hours that commencing October 24 the Food Administration Grain Corporation, began to make a cut off in wheat deliveries every day, except Saturday at 1:30 o'clock p. m., instead of 2. p. m. H. D. Irwin, second vice-president of the Corporation, who made the announcement, hopes that the arrangement is working no hardship on the wheat dealing members of the Commercial Exchange.

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H. B. Walker, Federal manager of the Coastwise Steamship Lines, on October 29 announced that William McAdoo, head of the United States Railroad Administration, has appointed Harvey C. Miller of this city as assistant Federal manager of the coastwise steamship lines.

Mr. Miller is well known to the grain men of this city and throughout the country, and they will be gratified to learn that he has been given recognition by the Government. He is well known here for his management of the Keystone Elevator and Warehouse Company, and Merchants Warehouse Company, of this city, also the Keystone Warehouse Company, and Keystone Transfer Company, of Buffalo, N. Y., all of which corporations he has the honor to serve in the capacity of president.

The Clyde Steamship Company, Mallory Line; Ocean Steamship Company, Old Dominion Steamship Line, Southern Pacific Steamship Line and Southern Steamship Line are operated by the Government as one unit. Mr. Miller who has headquarters in the Commercial Trust Building, this city, will be responsible for the control and operation of the combined lines with headquarters at this port.

Mr. Miller's success as president of the Southern Steamship Company, which line until recently maintained sailing dates between Philadelphia, New York and Southern points, undoubtedly influenced the officials of the Railroad Administration to select for a position of such great responsibility a man who by his courage, ability and industry has from the obscurity of a Maryland farm carved out in a few years a career as grain elevator operator, public warehouseman, and transportation genius that is one of the marvels of a community that has produced great railroad men.

Mr. Miller is associated with his brothers Morris and Roy, in the firm L. F. Miller & Sons, grain and feed dealers.

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The Food Administration Grain Corporation through their Philadelphia office has issued the following notice to all mills and elevators in Pennsylvania, New Jersey Ohio, Indiana and Michigan:

"Wheat Screenings: Referring to Rule M. S. No. 11, note to which reads: 'Any sales of wheat screenings in excess of the fair price schedule for bran will be regarded as a violation of Rule M. S. No. 11 and cause for revocation of the offender's license.'"

In making the announcement it was said that the above ruling is not intended in any way to interfere with the customary grinding of mill run of screenings where the finer portions of the ground product are run into middlings and the coarser part into bran.

* * *

Jay Cooke, Food Administrator for Philadelphia County, announced October 17, that the revised wheat regulations recently announced, apply to the amount of wheat products which manufacturers may combine with other feeds. "It is recognized that relative cheapness of wheat feeds," he said, "resulting from the controlled price might be an incentive to feed manufacturers to use larger amounts of wheat by-products than in the past."

"This practice, however, is specifically forbidden by a new rule in the latest Food Administration regulations The text of the rule is as follows:

"'Feed to be mixed in 1917 proportion only (as amended September 20, 1918). No wheat miller shall mix any greater percentage of his output of wheat millfeed with other feedingstuffs or sell any greater percentage to feed mixers for such mixing than to be mixed or sold in the year of 1917.'

"The practice which this rule is designed to forbid has not become prevalent, as has been shown by investigation by the Food Administration, and the regulation, therefore, is principally to safeguard the wheat situation.

"In addition to this means of control a similar rule applies directly to the manufacturers of commercial mixed feed. This rule, effective October 1, 1918, provides: 'The manufacturer of commercial mixed feeds shall not use more wheat millfeed in the manufacture of the mixed feed than he used in the corresponding month of the year of 1917.'"

# ASSOCIATIONS

## SOUTH DAKOTA DEALERS TO MEET

The annual meeting of the South Dakota Farmers Grain Dealers Association will be held at Sioux Falls, December 10 to 12, inclusive. Plans for this meeting have been under way for several months and it is expected that it will be a record breaker in attendance and interest.

## OHIO GRAIN DEALERS PLAN MEETING

Announcement has just been made that the fall meeting of the Ohio Grain Dealers Association will be held Friday, November 22, at the Southern Hotel, Columbus.

President C. M. Eikenberry has many important matters to bring to the attention of the trade, and the end of the war will precipitate new problems of readjustment which will need the counsel of every member.

The committees of the Association for the new year are announced as follows:

Arbitration: J. H. Motz, Brice; M. A. Silver, West Jefferson; E. W. Scott, Columbus.

Legislative: Charles E. Groce, Circleville; C. K. Patterson, Piketon; J. L. Cruikshank, Fostoria.

Membership: E. C. Bear, Hicksville; F. O. Diver, Middletown; R. W. Graham, Liberty Center; S. L. Rice, Metamora; A. R. Morse, Tiro; H. L. Frisinger, Rockford; J. Y. Stimmel, Payne.

Board of Agriculture Ohio Agriculture Experiment Station, Ohio State University: S. B. Swope, Amanda; C. O. Barnthouse, Agosta; Chas. Ozias, Paulding; Philip Horn, Monroeville; W. M. Latham, Hayden; R. W. Lenox, Richwood; A. V. McClure, Eldorado.

Claim Bureau: A. H. Cratty, Columbus; Rea Chenoweth, London; Edward Stritmatter, Portsmouth.

Traffic: H. L. Goemann, Mansfield; W. T. Palmer, Celina; F. E. Barker, Hamilton.

## NATIONAL ASSOCIATION COMMITTEES

President Goodrich has appointed the following committees to serve the Grain Dealers National Association during the coming year:

Arbitration Appeals Committee: Elmer Hutchinson, chairman, Arlington, Ind.; H. T. Burns, Buffalo, N. Y.; A. L. Scott, Pittsburg, Kan.; Jno. S. Green, Louisville, Ky.; E. C. Eikenberry, Camden, Ohio.

Arbitration Committee No. 1: C. D. Sturtevant, chairman, Omaha, Neb.; Geo. P. Bissell, Central City, Neb.; J. R. Murrell, Jr., Cedar Rapids, Iowa.

Arbitration Committee No. 2: R. A. Schuster, chairman, Chicago, Ill.; Wallace Reiman, Shelbyville, Ind.; W. I. Biles, Saginaw, Mich.

Arbitration Committee No. 3: S. L. Rice, chairman, Metamora, Ohio; F. A. Coles, Middletown, Conn.; Thos. C. Craft, Jr., Baltimore, Md.

Committee on Legislation: A. E. Reynolds, chairman, Crawfordsville, Ind.; Geo. A. Wells, Des Moines, Iowa; L. W. Forbell, New York, N. Y.; Lee G. Metcalf, Illiopolis, Ill.; E. C. Eikenberry, Camden, Ohio.

Committee on Trade Rules: F. E. Watkins, chairman, Cleveland, Ohio; F. M. Rosekrans, Philadelphia, Pa.; E. W. Crouch, McGregor, Tex.; H. M. Brouse, Cincinnati, Ohio; H. F. Shepherdson, Minneapolis, Minn.

Committee on Transportation: H. L. Goemann, chairman, Mansfield, Ohio; H. N. Sager, Chicago, Ill.; E. M. Wayne, Delavan, Ill.; Marshall Hall, St. Louis, Mo.; W. M. Bell, Milwaukee, Wis.

Committee on Natural Shrinkage: H. L. Goemann, chairman, Mansfield, Ohio; Chas. B. Riley, Indianapolis, Ind.; E. J. Smiley, Topeka, Kan.

Merchant Marine Committee: Charles England, chairman, Baltimore, Md.; Jas. L. King, Philadelphia, Pa.; James W. Sale, Bluffton, Ind.

Telephone and Telegraph Service: M. L. Jenks, chairman, Duluth, Minn.; Leslie F. Gates, Chicago, Ill.; J. M. Flynn, St. Joseph, Mo.; Robert G. Brandt, New York, N. Y.; R. J. Barr, New Orleans, La.

Committee on Membership: Allen Early, chairman, Amarillo, Texas; Kenton D. Keilholtz, Toledo, Ohio; Wm. H. Tausend, Grand Rapids, Mich.; M. E. Scroggins, Minneapolis, Minn.; W. G. Bragg, Richmond, Va.

Committee on Demurrage: Wm. B. Adie, chairman, Portland, Me.; James G. McKillen, Buffalo, N. Y.; W. S. Washer, Atchison, Kan.

Committee on Uniform Grades: R. L. Callahan, chairman, Louisville, Ky.; Robert Ryon, Ann Arbor, Mich.; H. T. Goodell, Hobson, Mont.; L. G. Belew, Pilot Point, Texas; Lee D. Jones, Memphis, Tenn.; J. S. Hazelrigg, Cambridge City, Ind.; Wm. Randels, Enid, Okla.; Joseph Quintal, Montreal, Canada; F. J. Darragh, Little Rock, Ark.; T. D. Phelps, Denver, Colo.; H. S. Rankin, Cambridge, Neb.; O. W. Cook, Columbus, Ohio.; F. C. Bell, McGregor, Iowa; H. A. Rumsey, Chicago, Ill.

Committee on Crop Reports: W. A. Cutler, chairman, Adrian, Mich.; P. Kilmartin, Malvern, Iowa; C. H. Blanke, Atchison, Kan.; W. T. Palmer, Celina, Ohio; W. L. Fain, Atlanta, Ga.; John L. Taylor, Ogden, Utah; Otto A. Zimmerman, Minneapolis, Minn.; H. L. Anderson, Louisiana, Mo.; Alphonse Pierre, Oconto, Wis.; E. D. Bartling, Nebraska City, Neb.; John B. Yeager, Wilkesbarre, Pa.

Hay and Grain Joint Committee: Samuel Walton, chairman, Pittsburgh, Pa.; H. W. Robinson, Cleveland, Ohio; J. D. Carlisle, Kansas City, Mo.

## WEIGHMASTERS CONFERENCE

On September 24, terminal weighmasters and the Grain Weighing Committee of the National Scalemen's Association met at the Wisconsin Hotel, Milwaukee, for a general conference. H. A. Foss, of Chicago, was made chairman of the meeting and opened the discussion with a brief address.

The discussion which followed lasted through the better part of the day and ended with the adoption of the following resolutions:

### SEALS USED FOR SEALING THE DOORS OF FREIGHT CARS

Whereas, the seals used by some of the carriers for sealing the doors of box cars bear duplicate identification marks which makes it possible to seal and reseal cars in a given yard or district many times without any change in the identification marks to show that the original seals placed on the doors in such yard or district have been broken and the car doors resealed, and

Whereas, on the other hand, many of the carriers use seals for sealing their cars that permit of the identification of each individual seal used; such seals being generally known as "Consecutively Numbered Seals"; and

Whereas, the use of such consecutively numbered seals makes it practically impossible to break the seals of a car without the fact being indicated either by an examination of the seals on the car doors, or by an examination of the seal records of the carriers and terminal weighmasters;

Therefore, be it resolved: That the carriers be urged to adopt seals that are consecutively numbered, that is to say, no two seals bearing the same identification mark.

Resolved: That copies of this resolution be placed in the hands of officials of the different grain carrying railroads, under whose jurisdiction the matter of seals would come, for their consideration.

### SHEATHING LEAKS: THEIR CAUSES AND PREVENTION

Whereas, investigations made by terminal grain weighmasters, as well as grain leakage statistics compiled by terminal grain-weighing departments, show that a large majority of all the leaks of grain from boxcars occur between the outside car sheathings and the car sills, due to the tendency of the sheathings to spring away from the sills under load; and

Whereas, examination of tens of thousands of box cars used for transporting grain clearly indicate that the nails used to secure these sheathing boards to the sills are inadequate, since they do not effectively and permanently hold the sheathing boards firmly and tightly to the sills under the stress and strain to which cars are subjected in switching and handling; and

Whereas, a few of the railroads, apparently, have seen the inadequacy of nails alone for holding the sheathing permanently and tightly in position, for at least two of the grain carrying lines have experimented with metal strips being of two designs, viz: One of them consists of flat bars of iron, fastened by means of bolts, which, we are informed, are not entirely fulfilling their functions satisfactorily; the other design used consists of an angle iron which is also bolted to the sills;

Therefore, be it resolved: First, That the carriers and the builders of box cars be urged to find other and more effective methods for securing the sheathings to car sills than nailing;

Second: That should more effective methods of securing the sheathings to the car sill than nailing be adopted by the carriers, that such improved methods ought to be applied to the box car equipment now in use, as far as it is practicable to do so;

Third: That copies of this resolution be placed in the hands of the master car builders of the extensive grain carrying railroads, and the builders and designers of freight cars and any others who may be in position to grant relief in this matter of grain leakage, that is due to the tendency of the sheathings to spring away from the car sills.

Resolved: That copies of these resolutions be placed in the hands of the carriers and the builders and designers of box cars, for their consideration.

### WOODEN LININGS IN BOX CARS

Whereas, much of the leakage of grain from cars between the sheathings and the car sills is made possible by grain sifting behind car linings through cracks and crevices in the belt rails where the body braces and side posts and body brace rods pass through; and,

Whereas, it is well known, to all those who have to do with the loading and unloading of grain, that where grain can be prevented from sifting through the belt rails into the pockets of the linings of cars, leakage of grain between the sheathings and car sills can be very materially reduced by comparatively little effort on the part of the loader; and

Whereas, the lodging of grain in the pockets of the linings of box cars, where it is often inaccessible to the unloaders of the grain is not only a cause of loss of grain but results in abuse of the car box by railroad yard trespassers in seeking the grain so lodged;

Therefore, be it resolved: That the carriers be urged to find ways and means of filling or calking all cracks in the belt rails of cars, which cracks for the most part appear to be due to the impracticability of fitting tightly the belt rails around the body braces, side posts and body brace rods, to the end that the inside wooden linings of new cars will be grain tight; and that such methods, as far as practicable, should be applied to the cars now in use that are equipped with inside wooden linings; and,

Be it further resolved: That in cars having inside wooden linings, openings shall be provided of sufficent size to permit free passage of any grain that may possibly lodge behind said wooden linings; and,

Be it further resolved: That copies of these resolutions be placed in the hands of the carriers, and the builders and designers of box cars for their consideration.

### THE GRAIN DOORS AND THEIR FUNCTIONS

Whereas, it is well known, to everyone informed on the subject, that grain doors in the past, have been looked upon, to a greater or lesser extent, as public property with the result that they have been used, or rather misused, for building fences, coal bins, sidewalks and buildings of one sort or another; nor have the unloaders of grain always handled the grain doors, in releasing the grain, with a due regard for their value and cost, for often unloading elevators destroy expensive madeup grain doors when releasing grain, when the grain could be released from the car as readily and easily without such destruction by removing the grain doors from the top, section by section, as intended; and,

Whereas, it is a fact that such wasteful mutilation of expensive madeup grain doors is greatly augmented by the practice of grain shippers to spike the doors to the doorposts with twentypenny and larger nails, and by using more nails than are necessary to hold the grain doors in position; and,

Whereas, the aforesaid abuse and misuse of grain doors at both loading and unloading points have been a handicap to the adoption, by the railroads, of the best possible grade of grain door;

Therefore, be it resolved, First: That unloaders, in releasing the grain from cars be urged to detach the twenty-inch standard sectional grain doors from the top of the doorways, section by section, where practicable, as is now done by a large proportion of the unloaders, or by any other methods that will avoid the destruction and mutilation of grain doors to the end that the carriers will be encouraged to supply better grade doors;

Second: That grain shippers be urged not to use nails for securing the grain doors to doorposts larger than sixteenpenny; nor, more nails than necessary;

Third: That purchasing agents of the railroads be urged either to revise their specifications for grain doors, or take such steps as may be necessary to stop the growing practice of using poor, culled, rotted and other unsuited lumber in the manufacture of grain doors;

Fourth: That the secretary be ordered to take such steps as may be necessary to bring this resolution to the attention and consideration of those concerned in the interest of a better grade grain door and preventing possible loss of grain by leakage of grain from cars at and through the grain doors.

### ROUGH HANDLING OF CARS IN TRANSIT, AND ITS RELATION TO LEAKAGE

Whereas, it is well known that cars often receive rougher treatment at terminals and interchange points than during road-haul movement; similarly is it apparent that much of the rough handling of cars in switching at terminal markets by switch engine, and over gravity track is unnecessary and avoidable; and,

Whereas, such rough handling of cars causes much of the leakage of grain that occurs;

Therefore, be it resolved: That officials, under whose jurisdiction the switching of cars at terminal markets comes, be urged to enforce greater care in the switching of cars at such terminal markets, and interchange points;

Be it further resolved: That copies of this resolution be placed in the hands of the carriers for their consideration.

### UNIFORM METHODS OF INSPECTING CARS FOR GRAIN LEAKAGE EVIDENCE

Whereas, because of the marked variation in the percentage of care reported by the different weighing departments, as leaking grain upon arrival at the various terminal markets, much criticism, tending to throw discredit on the reliability of all reports of grain leakage, has resulted; and,

Whereas, it is contended by many that these marked variations, in the percentage of cars reported leaking grain, are due, in large part, to differences in the methods employed in searching for leakage evidence;

Therefore, be it resolved, First: That this conference appoint a committee of three weighmasters, here in attendance, to make investigations with a view of determining the most effective methods of securing and recording reliable leakage evidence from grain cars to the end, that, greater uniformity of practice may be brought about;

Second: That this committee be instructed to render a report of its findings to the secretary, who in turn will forward copies of the report to the members of this conference for their consideration;

Third: That, finally, when the members of this conference are in agreement as to the most effective methods of securing dependable grain leakage evidence, that steps be taken to induce the carriers to adopt similar methods for the guidance of their car inspectors, when inspecting cars for such leakage evidence at interchange and other points where inspections are made during the transit of cars;

Fourth: That it is the sense of this meeting that cars should, if possible, receive daylight inspections by carriers and by terminal weighing departments;

Fifth: That it is the sense of this meeting that where grain leakage evidence is found, an effort should be made by the inspector to determine whether the loss of grain for such cars is considerable or slight, and if possible to determine this dependably, to record his findings accordingly.

### IS IT AS INCUMBENT UPON TERMINAL GRAIN-WEIGHING DEPARTMENTS TO INSPECT OUTBOUND CARS AS INBOUND ONES?

After discussion on motion made by Mr. J. A. Schmitz, it was

Resolved, That, it is the sense of this meeting that it is as incumbent upon terminal grain-weighing departments to inspect outbound cars as inbound cars.

### UNIFORM METHODS OF INSPECTING SCALES

Whereas, the question of proper methods of testing

grain scales in the field is a mooted one, and is receiving considerable attention throughout the land at this time; and,

Whereas, based on reports from various grain scale inspectors, it would appear that there is a wide variance in the amount of known weights used in testing grain scales, and the methods of testing followed; and,

Whereas, there is a minimum amount of known weight that must be used to determine the accuracy of scales, and similarly, there are methods of procedure that must be followed in all cases, all of which, in the interest of accuracy, make it obvious that there should be uniformity in the testing of scales used for weighing a commodity as valuable as grain;

Therefore, be it resolved: That the joint conference appoint a committee of five, here in attendance, to draft rules, for the consideration of all concerned to govern the testing of grain scales, and that this committee render report of its findings to the secretary for distribution to the individual members of this conference;

Be it further resolved: That this committee be urged to begin its labors at as early a date as possible in order that this mooted question can be settled satisfactorily for the benefit of those who desire to co-operate in our movement for securing uniformity of practice among grain-weighing departments and scalemen, to the end that the highest possible degree of efficiency can be attained.

### UNIFORM RULES AND REGULATIONS THAT SHOULD BE ADOPTED FOR THE GUIDANCE OF ELEVATOR DESIGNERS AND ELEVATOR BUILDERS IN THE INSTALLATION OF SCALES AND EQUIPMENT USED TO WEIGH AND HANDLE GRAIN TO AND FROM CARS

Regulations for elevator builders is a subject of importance requiring much time and thought to compile successfully; more time, in fact, than this conference could possibly afford to give it, without reference first to a smaller committee to work out the detail. In the hope of enabling us to dispose of the subject at this session, however, we have prepared a few regulations which we deem of value, and which we respectfully submit to you for your consideration, as follows:

Regulation 1. Scales shall be placed upon independent foundations.

2. Where hopper scales are to be installed, the scales shall be of carload capacity, conditions permitting.

3. Scales shall not be located in bins or other inaccessible places. There shall be a clear space on all four sides of the hoppers of all scales.

4. Suitable hangers shall be provided for the convenient testing of all hopper scales. Where possible, these hangers shall be suspended from each corner of the upper or inner frame, as the case may be, as close as is practicable to the load pivot of each main lever.

5. Scale beams shall be connected to the scale as direct as possible.

6. Extension levers shall be installed only where their use is imperative.

7. Scales shall be equipped with registering beams, not automatic.

8. Where hopper scales are used, the equipment for conveying the grain to and from cars shall be so constructed and arranged that such inbound and outbound grain will be handled direct from car to scale and scale to car in order that the hazard of grain going astray while being conveyed can be eliminated by supervision; and also in order that any possible leakage of such grain while being so conveyed will be minimized—as directed in the following paragraphs:

(a) The loss and weight shrinkage hazard of grain, while being conveyed from scale to car or car to scale, is increased or diminished in proportion to the amount of handling and conveying such grain receives. Hence, machinery for conveying inbound or outbound grain to cars, long distances, consisting of screw or belt conveyors, or re-elevating legs, should be eliminated as far as possible from any plan for handling grain from scale or car, or car to scale. And in any plans for conveying such grain belonging to cars to or from scales, the distance the grain is to be conveyed should be short.

(b) Unloading sinks and any conveyors shall be so arranged (and where necessary equipped with interlocking devices) that grain cannot be diverted from intended channels. Also, the unloading sinks and any conveyors shall be so arranged as to permit of thorough inspection.

(c) Elevating legs and loading spouts that are to pass through bins must have wells built around them.

(d) Turn spouts leading to two or more scales or spouts shall be equipped so as to permit of sealing.

(e) No dust collecting devices or fans of any kind shall be attached to the elevating legs, heads, spouts, garners or scales used for handling and weighing grain from cars or vessels.

### UNIFORM RULES AND REGULATIONS THAT SHOULD BE ADOPTED FOR THE GUIDANCE OF LOADERS AND UNLOADERS OF GRAIN AND TERMINAL WEIGHMASTERS

For the same reasons that we compiled the regulations to govern elevator builders, we have drafted for your consideration, regulations to govern the loaders and unloaders of grain and terminal weighmasters. With the permission of the chair, I shall read them now:

(1) Grain doors shall not be broken open before the arrival of a deputy from the Weighing Department

(2) Grain shall not be unloaded into any unloading hopper or sink, until signal has been given from the weigh-floor that the scale or garner is ready to receive such grain, except under one of the following conditions, viz.:

(a) Where the shut-off in the unloading hopper consists of a lateral slide; or,

(b) Where the spout leading from the elevator head to the scale or garner is equipped with a shut-off side; or,

(c) Where the spout at the elevator head can be thrown out of the garner or scale so that any leakage of grain will be apparent; or,

(d) Where the elevating log is stopped until the garner or scale is ready to receive the grain.

Note: Under no circumstances, however, shall grain be unloaded from more than one car at the same time into the hoppers of a receiving leg, where vertical slides are used, for the reason that vertical slides in hoppers are not positive in closing and a leak at this point is not readily discernible.

(3) Where loading spouts are located over unloading hoppers, such hoppers shall be covered during the loading of cars to prevent any grain intended for cars to fall into the unloading sinks.

(4) Any grain spilled during the loading shall be gathered up and placed into the car to which it belongs.

(5) Cars that are to be loaded with grain shall be swept clean of all foreign matter.

(6) Cars, containing grain, the seals of which have been broken for sampling purposes, shall be adequately protected either by re-sealing or by watching service. Any such cars that are not unloaded the same day shall be resealed at night. Cars that are loaded shall be sealed before being taken away from the loading elevators. No seal shall be broken until record of same has been made.

(7) All cars unloaded shall be thoroughly swept.

### CO-OPERATION AND CO-ORDINATION OF WEIGHING DEPARTMENTS

Whereas, with the demand that has been made that weighing departments be governed by rules and regulations looking toward greater uniformity of practice methods, it would appear that greater intercourse between weighmasters would also be desirable, and would aid materially the cause of good weights; and,

Whereas, it is to the mutual advantage of all weighing departments, as well as a duty they owe to the grain trade, that they keep in close touch with each other, by keeping each other advised on all matters that relate to, and concern the work of, the different weighing bureaus such as, for example, information pertaining to cars handled between markets as may be secured from weight outturns and results generally, all of which, obviously, would be of decided advantage to any weighmaster in locating and eliminating possible existing causes for weight differences; and,

Whereas, such cooperation between weighing departments would, in itself, alone, be a step toward uniformity;

Therefore, be it resolved: That grain weighmasters throughout the country be urged to communicate with each other on slight provocation; and that they freely open their hearts and records, one to the other;

Be it further resolved: That the secretary be ordered to place a copy of this resolution in the hands of all grain weighmasters not in attendance at this meeting, and any others interested, who may be brought to his attention.

On the committee to determine a standard method of testing cars for leaks, M. H. Ladd, of Milwaukee; E. H. Culver, of Toledo, and J. A. Schmitz, of Chicago, were appointed. They recommended that the Chicago Car Tapper be adopted for inspecting all cars.

The Committee of Uniform Scale Inspection was appointed as follows: J. A. Schmitz, C. C. Neale, C. A. Stoody, M. H. Ladd, and C. A. King.

## ARBITRATION DECISIONS

Arbitration Committee No. 1 of the Grain Dealers National Association has handed down four decisions this month.

The A. J. Brunswig Grain Company of St. Joseph, Mo., made a claim of $642.85 against Douglas W. King of Ft. Worth, Texas, the loss on three cars of corn which were refused because they were not shipped within contract time. Six days before expiration of contract defendant wrote, saying he would like a supervisor's reinspection certificate, but did not intimate that this request would effect the contract. The cars were all loaded on the last day of contract time, but were held over for supervisor's inspection.

The Committee decided that as the cars were not billed within contract time the plaintiff was liable and ordered him to pay the cost of arbitration.

* * *

The Peirson-Lathrop Grain Company of Kansas City sold to the Wallingford Bros. four cars of oats through an exchange of telegrams. Confirmation of sales do not agree, so telegram became the contract. Drafts were attached to bills of lading but were refused and the Peirson-Lathrop Company sold the oats at a loss of $1,201.07 for which they made a claim on the defendant. Terms were "Kansas City weights and grades." Either the weight or the inspection certificate was missing on each car. And two cars were shipped from country points on time but were not diverted at Kansas City till after expiration of contract, contrary to the rules. The two cars that were shipped on time did not have the weights attached, but plaintiff offered to settle on destination weights.

The Committee decided that these two cars should have been accepted and ordered defendant to pay the plaintiff $546.24 and the cost of arbitration.

* * *

T. L. Smith of Birmingham, Ala., sold the McInnis Grain & Elevator Company of Vicksburg, Miss., 2,000 bushels white corn, New Orleans terms. The cars were invoiced within contract time and sent to the McInnis company with draft, but draft was refused seven days after it was presented for payment, on the ground that the corn was not shipped in contract time (which it was); and also because the corn did not grade No. 3 as per contract. At the time of refusal corn had not been inspected, but eight days later was "sample, heating." T. L. Smith then sold the corn at a loss of $592.81.

The Committee found that it was the duty of buyer to have corn inspected immediately upon arrival, and ordered the defendant to pay the loss and the arbitration costs.

* * *

The Blue Star Elevator Company of San Antonio, Texas, made a claim of $74.29 against the Blair Elevator Company of Atchison, Kan., being the value of the difference between shippers and receivers weights. The contract called for "official weights at originating point," which was Atchison, and the Blair Elevator Company neglected to have official weighing made. So the Committee ordered them to pay the $74.29 and costs.

## COMMUNICATED

### FROM PRESIDENT GOODRICH

*Editor American Grain Trade*: I beg to acknowledge receipt of your last issue and the report of the Milwaukee convention and wish to compliment you on the splendid make up of this paper and also your good report of the convention.

I want to keep in close touch with all the grain papers during my administration. I would appreciate it if at any time you have any suggestions to make, that you make them freely to me. I cannot tell you in advance that I will always act on them, but I assure you I will give them my very careful consideration. If possible I want to be of some benefit to the grain trade and non-members of the Association.

Inasmuch as I am not a public speaker or a newspaper writer, I am handicapped in my endeavors so all I can do is just to do the work in my own way and do whatever I can.

As I have said before, I assure you that I have a keen desire to be of some benefit to the grain trade while I am president of the Grain Dealers National Association.

Yours very truly, P. E. GOODRICH.

### SWAT THE GOPHER, JUST THE SAME

*Editor American Grain Trade*: Looking through the last issue of the "Grain Trade," opened just a few minutes ago, I was struck by the item on page 307 stating "It is estimated that 10 gophers per acre will destroy 160 bushels of grain."

Figures on conservation always interest me, but this item especially so. Maybe the estimator would go further and estimate that if 10 would destroy 160 bushels, 20 would destroy 320 bushels, etc. Carrying it on in that way a bit would soon convince one that the entire grain supply of the world is in great danger of appropriation and destruction by the gopher family if they are not kept from multiplying. The statistician neglects to inform us just how the "10 gophers per acre" are to have the opportunity of destroying 160 bushels of grain.

The average production of grain is considerably below 160 bushels per acre, and quite a good deal of land is not devoted to the production of grain. Also he leaves us in doubt as to just how the grain would be destroyed. It would amount to somewhat over two pounds per day for the entire year for each gopher, and said gopher averages only a few ounces in weight.

The item reminds me of a bit of information regarding a prize drawing given by a certain miller. A number in the drawing was given with each bushel of wheat exchanged for flour, and the contest lasted three months. It was a 50-barrel mill, run only in the daytime, and the winning ticket was numbered well over 40,000. Figure on it a bit yourself. But swat the gopher, just the same.

Yours truly, GEO. W. ROHM.

# ELEVATOR AND GRAIN NEWS

### THE DAKOTAS

Johnson & Dorfman of Venturia, N. D., have sold out to the Venturia Farmers Elevator Company.

C. H. Allen has sold his elevator business at Colman, S. D. Mr. Allen has been located in Colman over 40 years.

The Farmers Elevator, located at Ramona, S. D., has been purchased by E. J. Heiser. He will handle grain, seeds, flour and coal.

The South Dakota Grain Company has purchased the elevator located at Tripp, S. D., from F. H. Hirsch. Gus Brandt has been retained as manager.

A. M. Enney has sold his elevator at Bartlett, N. D., to O. T. Simons. Mr. Enney operated the plant under the name of the Bartlett Elevator.

The elevator interests of T. J. Ryan at Alcester, S. D., have been sold by him to W. M. Rowley. The Ryan elevator which burned is to be rebuilt by Mr. Rowley.

A certificate of partnership has been filed by the following under the name of the Murdo Elevator Company: E. B. Townsend, M. Townsend, A. A. Ricks, R. G. Litzenberg. The company operates at Murdo, Jones County, S. D.

### INDIANA

Notice of dissolution has been filed by the Goodland Grain Company operating at Goodland, Ind.

The Boswell Grain Company of Boswell, Ind., is interested in the construction of a new elevator.

An addition is to be built to the elevator of H. L. Walker at Montpelier, Ind., increasing the capacity of the plant.

A new elevator to be used in storing corn is to be installed for H. Griffith of Jonesville, Ind. The old elevator operated by him burned some time ago.

The South Bend, Ind., plant, the Star Mill & Elevator, was closed down during the middle of October during which time repairs and alterations were made.

The J. M. Dunlap Grain Company, whose business enterprise was recently taken over by the Farmers Elevator Company, Franklin, Ind., has filed a certificate of dissolution.

A new 40,000-bushel elevator, covered with asbestos, making it entirely fireproof, has been completed at Attica, Ind., for the Jones Bros. The plant consists of four storage bins, 50 feet deep, with a capacity of 6,000 bushels and four 30 feet deep, with capacity of 3,500 bushels. The plant is lighted by electricity.

### MINNESOTA AND WISCONSIN

An addition is being built to the elevator of Robert Ludtke located at Walters, Minn.

A Fairbanks-Morse Wagon Scale has been installed at the grain elevator of the Meyers Grain Company of Bethany, Minn.

The elevator at Stillwater, Minn., formerly conducted by the R. E. Jones Grain Company, has been purchased by Hennessey & O'Halloran.

The elevator at Lamberton, Minn., was taken over a short time ago by J. E. Duncan. He will assume charge of the plant in the near future.

The elevator, feed and flour business of W. E. Bontly & Co., formerly conducted at Belleville, Wis., has been sold to Joseph Breuling, Jr.

T. F. Rieman is president and F. J. Arkell is secretary of the Iona Farmers Elevator Company which was recently incorporated at Iona, Minn.

An addition has been built to the elevator and mill of E. Craite & Sons at Rice Lake, Wis. Machinery for grinding wheat flour has been installed.

A branch store in which it will handle grain and feed has been opened in the Lewis Building, Dodgeville, Wis., by the Dodgeville Produce Company. R. H. Arthur will have charge of the business.

Reports state that the Globe Milling Company of Watertown, Wis., a subsidiary concern of the Shane Bros. & Wilson Company of Philadelphia, has made plans for the construction of a grain elevator there.

A new office building is being built and a track scale is being installed at the elevator and warehouse of the Platten Produce Company of Hortonville, Wis. The company has disposed of its former office building and scale to the Hortonville Canning Company.

The Braham Mercantile Company is making improvements on its potato and grain warehouse at Braham, Minn. An elevator is being installed for distributing and loading in cars of wheat.

The grain and fuel business formerly conducted at Pipestone, Minn., by Demaray & Munce is now owned by I. L. Demaray, the latter having purchased his partner, C. G. Munce's, interest in the business.

A building is being constructed by the Sheffield Elevator Company of Minneapolis, Minn., in addition to the Elevator X. The building will be used to house the cooler section of a Morris Grain Drier with a capacity of 1,500 bushels per hour.

### SOUTHERN AND SOUTHWESTERN

The elevator at Tuttle, Okla., has been purchased by R. F. Bennett of Drummond, Okla.

For the time being the elevator of the El Reno Mill & Elevator Company at Cashion, Okla., has been closed down.

W. W. Wilkinson has been named receiver for the Walker Grain Company of Ft. Worth, Texas, by the referee in bankruptcy, W. B. Paddock.

The Morrison Bros. Mills, Jefferson, Okla., have built eight storage tanks to their elevator. The tanks are 16x60 feet. C. G. Morrison is president.

The Farmers Co-operative Association of Dublin, Ga., has made plans to build a co-operative grain elevator. C. H. Kittrell is president of this company.

The Bradley & Fason Grain Company of Bessemer, Ala., has made plans to dissolve as a corporation. Two members of the company have joined the army.

Several improvements are to be made to the establishment of J. W. Pfeffer and W. C. Bland at Uniontown, Ky., which is operated as the Wabash Elevator.

The Officer-Smith Grain Company and the Union Grain Company of Fort Worth, Texas, have had applications filed against them asking that they be declared bankrupt.

The business conducted in the past at Claude, Texas, by J. W. Weeks, will, in the future be operated as Weeks & Bagnell. Mr. Weeks has been joined again by his old partner, Mr. Bagnell.

A bond issue for $600,000 has been made by the Capital Issues Commission of New Orleans, La., to enlarge the grain elevator and cotton warehouse and develop the shipyards at the Industrial Canal.

A grain elevator is to be built at Memphis, Tenn., by Marshall Mott of Manila, Ark. The plant will be equipped with cleaning, sacking and other modern conveying machinery.

Jos. Holman and Chas. Edwards have completed plans for opening a grain, feed and produce business at Springfield, Tenn. They will occupy the building formerly used by Wiley Elliott as a grocery store.

W. W. Richmond has been engaged as sales manager by the Westbrook Grain & Milling Company of Pine Bluff, Ark. Mr. Richmond has been Little Rock, Ark., agent for the Missouri Pacific, Rock Island and Cotton Belt Railroads.

Incorporation papers have been filed at Cordele, Ga., as the Georgia Elevator & Peanut Corporation. The company contemplates operating a grain elevator and also handling peanut mills, shellers, etc. J. T. Haile, J. M. Hunt and J. R. Kelly are interested in the company. The company has capital stock amounting to $25,000.

### IOWA

A new elevator has been built at Laurel, Iowa, by Sheek & McCleary.

The grain elevator at Goodell, Iowa, has been purchased by Geo. Wolf.

Frank Brinker has made plans to dispose of his grain elevator at Breda, Iowa.

The elevator situated at Grandview, Iowa, has been leased by the Liberty Grain Company.

The elevator of F. S. Livermore at Titonka, Iowa, has been sold to the Quaker Oats Company.

The men who formerly operated a grain and livestock business at Elma, Iowa, as the Kuehl Grain & Livestock Company have moved to Malcom, Iowa, where they will operate as the Kuehl Grain & Lumber Company.

A new 10-ton truck scale has been installed in the elevator of the Armour Grain Company at Hornick, Iowa.

A new 10,000-bushel elevator has been completed at Hardy Iowa, for the Farmers' Elevator Company of that place.

The elevator at Grant Center, Iowa, formerly owned by the Armour Grain Company, is now being operated by the Sioux Grain Company of Ticonic.

The Farmers Elevator Company has practically completed its new concrete house at Dayton, Iowa, which will have a capacity of 30,000 bushels. Elmer Shostrum will act as manager.

The old corn crib of the Farmers' Elevator Company at Bayard, Iowa, has been torn down and will be replaced with a new structure which will be equipped with complete elevator facilities.

The grain and lumber business situated at Malcom, Iowa, formerly operated under the direction of W. G. Bair Lumber Company is now owned and conducted by the Queal Grain & Lumber Company.

The Wilson Grain Company has purchased from O. O. Helgen the latter's grain business at Ruthaven, Iowa. This gives the Wilson concern control of both elevators on the C. R. I. & P. Railway at that place.

The Iowa Elevator Company has disposed of its elevator at Council Bluffs, Iowa, to D. C. and G. R. Reitz. It is to be operated by the Adams-Whyte Grain Company with D. C. Reitz as superintendent; G. R. Reitz will be in the Omaha office of the Adams-Whyte company. The Iowa Elevator concern has gone out of business.

The Iowa State Board of Commissioners has decided that the elevator at Storm Lake, Iowa, owned by G. A. French which has been under controversy with the Illinois Central Railway need not be moved until after the war is over. Mr. French showed that during the war he could not undertake the expense incidental to moving the plant which originally cost $4,000.

Billman & Lines' Elevator at Dike, Iowa, has been purchased by the Farmers Co-operative Company. The latter concern will take possession on November 15. The company was recently incorporated, capitalized at $35,000 and has the following for directors: J. G. Thuesen, H. A. Steffen, F. H. Crouse, H. O. Larsen, Jas. K. Murphy, John Dieken and Jacob Jensen.

### WESTERN

A new grain elevator is under course of erection at Moorcroft, Wyo.

A 30,000-bushel elevator has been completed at Spangle, Wash., for the Seattle Grain Company.

The Farmers Elevator Company of San Miguel, Cal., is building a grain elevator of 200,000 bushels' capacity there.

A new 50,000-bushel elevator has been completed at Burrcan (mail to Snake River), Wash., for Morton & Rednows.

The old Pacific Coast Elevator at Oakesdale, Wash., is now being operated by Crow, Robinson & Co. J. C. Barron is manager.

A. C. Neiman is moving a building which was formerly utilized for a school house at Eads, Colo., and will convert it into a mill and elevator.

The elevator of the Victor Commercial Company at Victor, Mont., has been leased to a company operating a flour mill at Missoula, Mont.

The steam plant at the elevator of the Tacoma Grain Company at Tacoma, Wash., has been dismantled by them and electric motors are to be installed.

The contract has been let by the Farmers Elevator & Milling Company of Burns, Wyo., for the installation of a 25-horsepower engine in its 40,000-bushel plant.

The contract has been let by Kerr, Gifford & Co., of Portland, Ore., for remodeling and repairing their grain dock. The improvements will involve the expenditure of $2,000.

The Spokane Grain Company of Seattle, Wash., has been purchased by the Globe Grain & Milling Company. The Spokane concern has been in business for 20 years and its personnel included Ben

R. Shields and W. M. Livengood. These men will now engage in the truck business. The company will conduct a general hay and feed business and contemplates the erection of a mill.

The Robinson Commission Company of Seattle, Wash., has discontinued operations owing to the death of its former manager, Mr. Robinson. The company was in the grain and hay business.

New equipment has been installed in the elevator of the Griffith Grain & Trading Company at Ruff, Wash. A new bulk grain crib elevator with a capacity of 10,000 bushels is to be built at Laing, Wash.

The interest of C. E. Johnson in the Empire Grain Company at Kennewick, Wash., has been sold to L. E. Pitman and R. Q. Macmahon of that city. Mr. Johnson has made arrangements to accept a position with the Globe Mills of Spokane, Wash., as manager.

The Rupert Seed & Milling Company of Rupert, Idaho, has completed the installation of a 50-barrel American Marvel Mill and two 5,000-bushel grain bins and the necessary elevator equipment. The bins are located on the second floor and the grain is to be cleaned and weighed in these upper bins.

The McCall Grain Company has purchased from the Keeline Lumber & Construction Company of Keeline, Wyo., a grain elevator of 11,000 bushels capacity. Many improvements are to be made on the plant although no new machinery will be installed at the present time.

### MISSOURI, KANSAS AND NEBRASKA

S. W. Arnold expects to move his elevator from Gibbs to Kirksville, Mo.

A new elevator is to be constructed at Delavan, Kan., for the Farmers Union.

Repairs and remodeling is being done to the elevator of John F. Westrand & Co., at Jackson, Neb.

The elevator of the Northrup Milling Company at Tracy, Mo., is to be rebuilt. The plant burned with a loss of $20,000.

The Snyder Elevator situated at Gering, Neb., has been leased by the Tanner Grain Company which operates at Lincoln, Neb.

The Millerton Farmers Grain Company is now owner of the elevator at Rising City, Neb., which was formerly owned by G. B. Barker.

An addition is to be built at Union, Mo., to the elevator of E. S. Max. It will be used for storing and handling flour and all kinds of feed.

J. C. Welch is no longer manager of the South Elevator at Fairbury, Neb., for A. A. Tanner & Co. He is with the Farmers Elevator situated at Milford.

A new elevator is to be built on the branch of the Santa Fe Railroad between Holyrood and Galatia, Kan., for the Farmers Union Co-operative Association.

The elevator of the Crowell Lumber & Grain Company at Verdigre, Neb., has been purchased by E. Schrier. He had for some time been engaged as agent there.

The Evans and Sanburn Mill & Elevator at Huntsville, Mo., has been purchased by the Huntsville Flour & Feed Company. G. A. Mayo is manager of the firm.

The elevator at Clinton, Mo., formerly owned by Frank Woodruff, has been purchased by farmers of that community. The plant has a capacity of 15,000 bushels and cost the farmers $12,000.

The Slaughter-Prescott Elevator Company has installed in its plant a new 5-horsepower electric motor at Dakota City, Neb., taking the place of the old gasoline engine.

Capitalized at $20,000, the Ransom Farmers Co-operative Union has filed incorporation papers at Ransom, Kan. E. N. Simpson, W. O. Sidebottom and C. F. Kraus are interested.

The capacity of the Farmers Co-operative Association Elevator at Hershey, Neb., has been increased by 5,000 bushels after repairs and alterations were completed. A new automatic scale and cleaner were installed.

A 15-ton Richardson Wagon Scale has been installed in the plant of the Kimball Mill & Elevator Company of Kimball, Neb., in addition to a new engine. A new office has been built and new cleaner installed.

The Merchants Exchange of St. Louis, Mo., has declared regular the Victoria Elevator located at that city. The plant has a capacity of 260,000 bushels and is operated by the Wm. D. Orthwein Grain Company.

Operations were suspended in the plant of the Halstead Mill & Elevator Company at Halstead, Kan. During the time it was closed down electric wiring was put in. Power will be furnished over the wires from Wichita.

The grain elevator business at Warrensburg, Mo., formerly conducted by Harte & Dudley, has been turned over to Culp & Greims. The new owners will buy grain and carry a full stock of feed, seed and farmers' supplies.

The interest of J. A. Gunnell in the grain elevator located at Gorin, Mo., has been purchased by J. E. Bertram. He is now sole owner of the plant.

The Buchanan Elevator Company of South St. Joseph, Mo., has recently completed the installation of a new weighing apparatus in its plant at a cost of $25,000. The improvement will enable the elevator to load 12,000 bushels grain hourly.

Frank Drapels, Frank Lacina and others have incorporated at Clarkson, Neb., as the Farmers Union Co-operative Supply Company, capitalized at $75,000. A large grain elevator, it is reported, will be built in the near future by the new farmers' concern.

A five-year lease has been secured by Arnold A. Thurnau on the Rock Spring Warehouse located at St. Louis, Mo. It has floor space of 65,000 square feet and a capacity of 40,000 bushels. Thurnau is interested in the Arnold A. Thurnau Grain & Feed Company of St. Louis.

### EASTERN

Maurice Dryfoose has opened a grain and feed business at Buffalo, N. Y. He formerly was engaged in the brokerage business at Erie, Pa.

The contract has been let by the Meech Grain Company of Hartford, Conn., for the erection of a grain warehouse, one story in height and measuring 80x100 feet. The building will cost $25,000.

Capitalized at $40,000, B. A. Dean & Son have been incorporated at Auburn, N. Y., to deal in grain and hay. B. A. Dean, Alfred C. Wethey, Sanford A. Smith and G. Earl Treat are interested.

Incorporation papers have been filed for the Clinton Hay & Grain Company of Rouses Point, N. Y., capitalized at $20,000. The directors of the concern are: S. Zeitlin, I. A. Benedict and M. Malankoff.

A. C. Monahan, M. L. Doherty and L. A. Wait have incorporated at Fort Edward, N. Y., as the Fort Edward Coal Company. The firm will handle grain, feed, wood, coal, etc, and is capitalized with stock of $5,000.

The J. Cushing Company of New Bedford, Mass., has made plans to make an addition to its plant. It is the firm's intention to roof over the space, 50x100 feet, between their present two houses. The new section will be used as a grain depot and shipping room.

Geo. E. Pierce, Inc., has been incorporated at Buffalo, N. Y., and will continue conducting the already established grain business there. John J. Cunningham, William L. Stephens, John P. Murphy and F. M. Donnelly will be associated with Mr. Pierce as partners.

### ILLINOIS

The Skelton Farmers Elevator Company has its new elevator at Beason, Ill., practically completed.

Alterations are being made to the plant of C. E. Dawkins & Co., at Augusta, Ill., and an up-to-date office building is being erected.

The Utica (Ill.) Elevator Company has made arrangements to increase its capital stock from $12,000 to $24,000.

A modern reinforced transfer grain elevator has been erected at Decatur, Ill., for the Wm. H. Suffern Grain Company.

The Suffern-Hunt Elevators at Sadorus, and Garber, Ill., have been purchased by Robert Stevens and John Freeman.

The capital stock of the Illinois Lumber, Grain & Coal Company of Hoopeston, Ill., has been increased to $20,000 from $10,000.

The elevator of A. F. Gilchrist at Mazon, Ill., has been disposed of by him in a trade in which he secured a piece of land in Kansas.

The interest of J. P. Code in the Wyoming Grain Company of Wyoming, Ill., has been sold by him to other members of the same concern.

The Lausch & Sons Elevator at Warren, Ill., has been leased by C. N. Frank who will operate same with T. Hartsough as his business manager.

A new office, 18x33 feet, equipped with thoroughly modern equipment has been built at Morris, Ill., for the Farmers Square Deal Grain Company.

A modern cob burner has been completed at Tuscola, Ill., for the owners of the Hitch-Rose Elevator. The burner is of concrete blocks, 30 feet high, and 12 feet in diameter.

Under the name of the C. W. Parry Grain Company, C. W. Parry of Peoria, Ill., will operate at Chenoa, Ill., the elevators which he purchased recently from C. E. Elson.

The Midwest Elevator Company recently negotiated with the Mueller & Young Grain Company of Chicago for the elevator property of the latter located at Stewart Avenue and Fifty-Sixth Street, Chicago, Ill. The Midwest company was formed for the purpose of purchasing and conducting this elevator and is composed of those men who are connected with the Mueller & Young concern. The latter concern will, however, continue in business. The present capital stock of the Midwest company is $100,000.

The Roanoke Farmers Association of Roanoke, Ill., has plans under consideration for the construction of a new elevator on the site of the present plant. The corn and oats house is to be removed.

L. T. Hutchins has been taken into partnership by W. W. Evans in operation of the elevator located at Milford, Ill. It will be conducted hereafter as Hutchins & Evans. Hutchins purchased an interest in the elevator last January. Frank Yant will be manager of the office.

The elevator at Warsaw, Ill., formerly conducted by the Warsaw Milling Company, has been purchased by Frank E. Sharp, who together with his son, Shirley E. Sharp, will operate as Sharp & Sons.

The contract has been let by the Penrose Elevator Company of Welland (Mendota p. o.), Ill., for remodeling and enlarging its feed house. The house, when alterations have been completed, will be 32x40 feet with large bin overhead for storing timothy seed.

Incorporation papers have been filed for the Weiler Grain Company of Rochester, Ill., to deal in grain, hay and other farm products. Its capital stock amounts to $20,000. Ira E. Twist, John F. Twist, Clarence G. Twist and Chas. G. Weiler are interested.

### CANADA

The Export Elevator Company of Saskatoon, Sask., has sold out to C. J. Murphy.

An addition is being built to the elevator of the Alberta Pacific Elevator Company located at Macleod, Alta.

The Alberta Pacific Elevator Company has commenced the erection of a new elevator at Nobleford, Alta.

The Alberta Pacific Elevator Company of Calgary, Alta., subscribed $525,000 to the Second Victory Loan.

Alexander & Tugman will erect an elevator at Bashaw, Alta. The capacity of the plant will be 30,000 bushels.

The Quaker Oats Company at Saskatoon, Sask., are having erected for them at that place a new grain elevator.

Chas. S. Wright of Oyen, Alta., has disposed of his property at that point to the Pioneer Grain Company, Ltd.

The La Fleche McLaval Farmers Elevator Company of La Fleche, Sask., has sold out to Benson Stabeck Company.

The Felger Farming Company, Ltd., of Lethbridge, Alta., has sold out to the Taylor Milling & Elevator Company.

The Chisholm Milling Company, Ltd., Toronto, will erect a large reinforced concrete elevator and storage tanks to cost $130,000.

Jas. Richardson & Sons, Kingston, Ont., have plans under consideration for the erection of a concrete warehouse in that city.

The capital stock of the Northwestern Elevator Company, Ltd., of Ft. William, Ont., has been increased from $500,000 to $1,000,000.

A Saskatchewan charter has been granted the Malden Elevator Company, Ltd., which will operate at Rouleau, Sask. This corporation is capitalized at $50,000.

Incorporation papers have been filed and a Saskatchewan charter granted the Bruno Elevator Company, Ltd., which will operate at Bruno. Its capital stock is $15,000.

The annual meeting of the shareholders of the Saskachewan Co-operative Elevator Company will be held in Regina on November 20. An attendance of over 300 delegates is expected.

A new grain elevator is under course of construction at Toronto, Ont., for the Campbell Flour Mills Company, Ltd. The plant will have a capacity of 300,000 bushels and will be equipped with driers and cleaners. The plant is to be a terminal elevator and will have a Government weighmaster.

Grain dealers throughout Canada must henceforth have licenses to do business, which will be issued them from the Board of Grain Supervisors at Winnipeg. The new order in Council extends the area to which this is applicable from Winnipeg eastward to the coast. It was already enforced from Winnipeg westward.

A plan has been instituted by the Canadian Government for aiding needy farmers so that they may be able to purchase seed for this season's planting. The settler must apply to the secretary-treasurer of the municipality in which he resides, or if the district be unorganized, to the provincial officer of the Department of the Municipal Affairs. The application having been verified by both the

municipal and Dominion authorities the bank makes the necessary loan, taking the usual seed grain security and a lien upon the unpatented entry. Payments are due on January 1, 1920. Rate of interest will not be more than 7 per cent. The Government guarantees the bank to the extent of principal and 5 per cent, and on collections actually made by the banks the Government pays commission of 1 per cent.

### OHIO AND MICHIGAN

The Grand Blanc Co-operative Company is equipping its Grand Blanc, Mich., plant with a new grain cleaner.

The Fairgrove, Mich., firm, the Farmers Co-operative Elevator Company, has changed its capital stock from $40,000 to $80,000.

The capital stock of the grain firm of O. M. Scott & Sons Company located at Marysville, Ohio, has been increased from $60,000 to $125,000.

Men interested in the Gleaner Clearing House have purchased the property of the Babcock Grain Company at Reed City, Mich., for the consideration of $6,000.

Richard Walter has disposed of his grain elevator at St. Johns, Ohio, to Waldo Berryman of Lima, in exchange for the latter's 102 acre farm, located near Ottawa.

The charter of the Tipton Elevator Company located at Tipton (r. f. d. Haviland), Ohio, has been amended increasing the capital stock of the company from $15,000 to $50,000.

A large grain elevator has been completed at Waverly, Ohio, for the Grimes-Strittmatter Grain Company. This plant has been built to be operated in conjunction with the Pee Pee Mills.

The Stafford Grain Company has disposed of its Cincinnati, Ohio, office to the Bingham-Hewitt-Scholl Company. The firm has opened up an office and will do a track buying business in addition to operating an elevator.

Roy Taylor, at one time in the grain business at Detroit, Mich., but lately with the Michigan Bean Company of Port Huron, Mich., has been inducted into the National Army and is in training at the Columbus cantonment.

The Syler Bros. of Ankenytown, Ohio, has been making repairs on its plant. A cover has been built over the scales with a two-room office at one side of the building. A corn crib and a potato grading outfit has also been installed.

Articles of incorporation were filed by L. E. Needler, S. D. Corlett, M. Corlett, Carl L. Warner and L. R. Hoke at Mercer, Ohio, as the Mercer County Farmers' Mutual Elevator Company. The organization's capital stock amounts to $10,000.

The Alpena, Mich., plant of the Sioux City Seed & Nursery Company has been purchased by the Twining Elevator Company of Bay City. It is not an elevator but will be used for such. R. E. Rood will be in charge of the company which will buy and sell grain, hay, etc.

The plans have been completed by the Farmers Milling & Elevator Company of Ironwood, Mich., for the erection of a grain elevator and flour mill which will be ready for operation December 1. The mill will be of the American Marvel type and will have a daily capacity of 40 barrels. Nesto Erickson is president and W. J. Weston, secretary-treasurer.

Plans are being made by the Toledo Fuel Company of Toledo, Ohio, to offer to the Government the elevator and storage house in Toledo which it recently purchased from the Toledo Elevator Company. The plant is equipped with a large engine house and several tanks with a capacity of 100,000 bushels. After a while the plant will be used as a coal yard.

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THE Merrimack National Bank of Haverhill, Mass., has filed a bill of equity in the Superior Court against the Stanley Grain Company of Lawrence, and William W. Butman of Lynn. The bill states that on December 19, 1917, the defendant concern made an assignment for the benefit of its creditors to William W. Butman, who was authorized by the terms of the assignment to continue carrying on the business of the defendant business for six months, and then to convert the assets into cash. The plaintiff is a creditor of the Stanley Grain Company to the amount of $10,539.46 for notes endorsed by defendant corporation. Butman, upon the expiration of six months, had sold practically all of the assets of the company and immediately paid a dividend to the plaintiff and other creditors. The plaintiff asked for an accounting of money received by defendant but this he refused or neglected to do, and the plaintiffs ask the court to order him to make an accounting as assignee, to pay such dividends as may be due and that another more suitable assignee be appointed in his place.

# OBITUARY

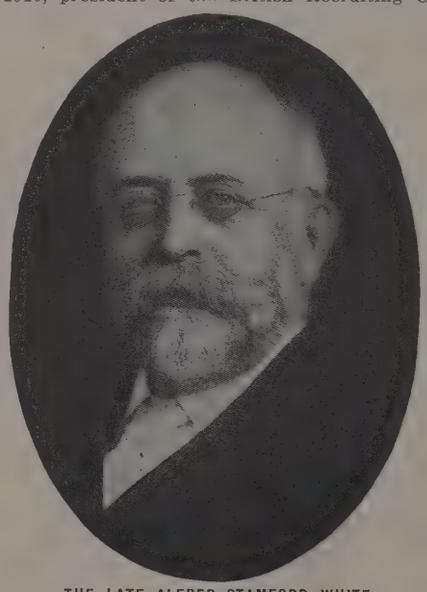
BARNES.—On October 10, B. O. Barnes, manager of the Union Grain & Coal Company of Anderson, Ind., passed away.

BEALIN.—Edw. Paul Bealin was killed in action in France. Mr. Bealin was formerly a trader in corn on the Chicago Board of Trade, for a leading commission house and was a member of that Exchange.

BLACKER.—Pneumonia caused the decease of Morris A. Blacker, senior member of the Blacker Milling & Grain Company of Kansas City, Mo. He was in the Quartermaster Corps at Washington, D. C., and was 30 years old.

COWAN.—Pneumonia caused the sudden death of A. B. Cowan of Sherman, Texas, recently. Mr. Cowan has been for two years a member of the Arbitration Committee of the Texas Grain Dealers Association and for one year was chairman of that committee. His widow and seven children survive him.

WHITE—The death of Alfred Stamford White, president of the Chicago Board of Trade, occurred at the family residence in Chicago on October 24 from Spanish influenza. He was 67 years of age and had been a resident of the United States since coming here from Liverpool, England, in 1883. On his arrival in Chicago he associated with Robert Thin and Ulrich King in the grain business as White & Thin, the firm name being changed in 1912 to A. S. White Grain Company. Mr. White was also president of the Chicago Board of Trade in 1910, president of the British Recruiting Com-



THE LATE ALFRED STAMFORD WHITE

mission in Chicago and director of the Chicago Savings Bank & Trust Company. He was also president of the Prince of Wales Fund for the Benefit of British War Orphans, a member of the Committee of Fifteen, president of the Chicago Boy Scouts of America, trustee of the Y. M. C. A. and trustee of the Newsboys and Bootblacks' Association, an official of the Western Relief Fund, a director of the Quaker Oats Company and a member of the Scarborough Club—named in honor of the first town in England bombed by the Huns. The funeral was held at the residence at 5217 University Avenue and arrangements were for privacy, as far as possible, in accordance with the epidemic regulations. Interment was at Oakwoods Cemetery. Memorial services were also held at 4:30 p. m. on Sunday, November 10, at St. Pauls Episcopal Church, Fiftieth Street and Dorchester Avenue, where Mr. White was junior warden for 15 years. This service was attended by many friends and associates on the Chicago Board of Trade. Surviving Mr. White are the widow, his son and his daughter.

DOERING.—John Doering, a well known grain dealer, died after a short illness from pneumonia on October 31 at his home in Parkston, S. D. Mr. Doering was connected with the South Dakota Grain Company.

DOWNING.—Heart disease and kidney trouble caused the death of Alexander Downing, chief inspector of the Philadelphia Commercial Exchange on October 14. Mr. Downing had been chief grain inspector since January 1. He had for the past 20 years been in the inspection work and had been with the Commercial Exchange since 1889.

DORR.—At the age of 93 years, Cornelius Dorr, oldest member of the Boston Chamber of Commerce, died. He was well known to grain men.

DOUSMAN.—Herman Dousman died not long ago at his home in Evanston, Ill. Mr. Dousman was a member of the Chicago Board of Trade and was one of its representatives at the session of the National Chamber of Commerce at Washington, D. C., for several years.

DREWS.—A. C. Drews, secretary and treasurer of the Plevna, Mont., Farmers Elevator, died at his home south of Plevna on October 25.

DUDLEY.—After a brief illness from pneumonia, Chas. C. Dudley of the grain commission firm, Dudley & Carpenter, died on October 22 at Saranac Lake, N. Y., at the age of 30 years.

DUNCAN.—Spanish Influenza caused the decease of J. Leroy Duncan, secretary and treasurer of the W. S. Duncan Grain Company operating at Atlanta, Ga. Mr. Duncan was 37 years old and was well known among grain men of Atlanta. His widow, father and sister survive him.

FISK.—Wm. B. Fisk, formerly connected with the Fisk & Wright Flour and Feed Company and a member of the Minneapolis Chamber of Commerce, died recently.

GINGOS.—Henri Gingos, a grain dealer at St. Jerome, Que., died during the past month.

GUNDERSON.—Pneumonia caused, on October 13, the death of Harry A. Gunderson, tariff man of the Minneapolis Traffic Association. His widow survives him.

HAMMOND.—On October 18 Benj. Hammond, proprietor for the grain and flour firm of B. Hammond & Co., Boston, Mass., died at his home recently. He was prominent in the grain trade.

HOPKINS.—Jos. Hopkins, who had been associated with Lamson Bros. & Co., of Chicago, for 15 years, died from pneumonia. He was 31 years old. His brothers, James and John, are also with the Lamson concern.

HUBBARD.—Aged 89 years, Robert M. Hubbard, president of the Hubbard & Moffitt Commission Company, died at his home in St. Louis, Mo., recently. Mr. Hubbard started in the grain business in 1856 and continued in this until the outbreak of the Civil War when he moved into the country. After the cessation of the war he re-entered the grain business.

JAMES.—On October 24, J. A. James, formerly a resident of Minneapolis, and chief inspector at one time of the State Grain Inspection Department, died at Seattle, Wash.

JENKINS.—J. W. Harry Jenkins, chief yeoman in the U. S. N. R., died during the last week of October. Mr. Jenkins was formerly a salesman for the Richardson Bros. of Philadelphia Pa., feed and flour dealers.

JOHANSEN.—Pneumonia superinduced by influenza caused the death of John R. Johansen on October 29. Mr. Johansen was a member of the Bertrand-Johansen Seed Company of San Francisco, Cal., which he and Mr. Bertrand organized last year. Mr. Johansen was 25 years old at the time of his death.

KEEL.—Pneumonia brought on by an attack of influenza caused the decease of Hugh Bonner Keel at the age of 34 years. Mr. Keel was junior member of Keel & Son, Gainesville, Texas, grain firm.

KEMPENICH.—Paul Kempenich of Peralta, N. Mex., died at his home there from an attack of influenza at the age of 35 years. Mr. Kempenich was well known in Valencia County as a grain dealer and general merchant.

LONGAN.—Patrick H. Longan succumbed to an attack of influenza followed by pneumonia on October 17. Mr. Longan was sales manager of the Carlisle Commission Company of Kansas City, Mo. Surviving him are his widow and two small children.

M'CARTY.—Pneumonia caused the death of Lieut. John McCarty while on a transport enroute to France. Lieut. McCarty was formerly associated with J. Barry Mahool of Baltimore, Md., in the grain business. Lieut. McCarty received his commission in the Engineering Corps on May 5 and on September 28 embarked for overseas duty.

M'DOUGAL.—On October 30, Alfred L. McDougal of Kenilworth, Ill., passed away. Mr. McDougal was a former member of the Chicago Board of

Trade and was well known in commercial circles. He was 44 years old. His widow and one son, now enroute to France with the American Expeditionary Forces, survive him.

MINER.—Roland R. Miner was fatally injured in an automobile accident near Minneapolis, Minn. He was a member of the Burdick Grain Sampling Company with offices in the Chamber of Commerce Building. He was 39 years old. His widow and two daughters survive him.

MUNSON.—Injuries received in an automobile accident proved fatal to Burt P. Munson, formerly of Cassidy & Munson of Minneapolis, Minn. He had recently applied for a traveling representative's license and was soliciting consignments for Johnson-Olson Grain Company. He had made a considerable fortune on posts and ties but lost it all in grain speculation last year.

MURRAY.—Following an operation for appendicitis, L. W. Murray, manager of the Rockafellow Grain Company of Carson City, Mich., died during the first part of the month of October.

OBER.—Capt. Robert Ober was killed in action in France. Capt. Ober was formerly with the Smith Murphy Company of the Winnipeg Grain Exchange. His home was in Baltimore, Md., and at the outbreak of the war he volunteered in the American army and was with the 314th Light Field Artillery.

PATTON.—Heart disease is believed to have caused the sudden death of Edw. Patton of the Louisville, Ky., seed firm of Hardin, Hamilton & Lewman, at Dalton, Ill., where he was stopping while on a seed buying trip. Mr. Patton was 56 years old and a resident of New Albany, Ind. Two daughters and wife survive him.

PIERCE.—Edw. P. Pierce, son of Geo. E. Pierce, a grain merchant and elevator operator, was killed in France. Mr. Pierce was associated with his father in the grain business at Buffalo, N. Y., previous to his joining the army.

REDD.—Influenza followed by typhoid pneumonia caused the demise of John W. Redd at the age of 71 years at his home in Springfield, Ill. Mr. Redd was owner of the feed store, which he had been conducting, in partnership with his son, for the last seven years.

REHNKE.—Following an operation, E. R. Rehnke of the State Board of Grain Appeals, Minneapolis, Minn., died on November 1. Mr. Rehnke had been a member of the Board for seven years, serving at Duluth before moving to Minneapolis. He was 58 years old. His widow, three daughters and three sons survive him. Further details will be found in the "Terminal Markets" department of this issue.

REUSS.—James H. Reuss at the age of 36 years died suddenly at the Emergency Hospital at Cleveland, Ohio. Mr. Reuss had for three years been secretary of the Hay and Grain Exchange of the Chamber of Commerce. His widow and young son survive him.

RICHARDSON.—The death of Senator Henry W. Richardson, of Kingston, Ont., Canada, occurred on October 27. Senator Richardson was president of James Richardson & Sons, Ltd., a grain forwarding concern operating in Winnipeg, Calgary, Toronto, Montreal, Saskatoon, Ft. William, Quebec, Lethbridge and Medicine Hat, as well as Kingston, Ont. The deceased was born in Kingston in 1855 and had never changed his place of abode. After completing his college training he entered his father's grain business and 12 years ago became its chief executive. At one time he was president of the Kingston Board of Trade; in 1911 was vice-president of the Associated Boards of Trade of Ontario and at the time of his death he held membership in the exchanges at Montreal, Toronto, Winnipeg, Calgary and Chicago, Ill.

RIGNEL.—On October 17 apoplexy caused the decease of James O. Rignel, who had for 26 years been in the grain, feed and flour business at Lockport, N. Y. His four children survive him, three sons, two of whom are in the service (one with the A. E. F.), and a daughter, a Red Cross nurse in France.

RUSCONI.—Apoplexy caused the death of Dominick Rusconi, a veteran seedsman of Cincinnati, Ohio, on October 19. Mr. Rusconi started in the seed business 40 years ago in Cincinnati. His widow, two daughters and three sons survive him. Mr. Rusconi was 73 years old at the time of his decease.

RUTTAN.—Major A. Chas. Ruttan died on November 2 from double pneumonia, following an attack of Spanish influenza, at his home in Winnipeg. Maj. Ruttan had been home on a furlough for just one week when he was taken ill with the "flu." He was born in 1878 at Kingston, Ont. After graduating from college he made connections with the Montreal Transportation Company of Kingston, Ont., grain merchants. He went west in 1899 and soon became Western manager for James Richardson & Sons, Ltd., a position which he held for nearly 20 years. The major enlisted four years ago at the beginning of the war. He is survived by his widow and four children.

THOMAS.—On October 13, Samuel D. Thomas died at his home in Baltimore, Md., after an illness

THE LATE SAMUEL D. THOMAS

from pneumonia. Mr. Thomas since 1908 had been chief grain inspector of the Baltimore Chamber of Commerce and had been in the Inspection Department for nearly 40 years. He was one of the best known grain inspectors in the country and for six years was first vice-president of the National Association of Chief Grain Inspectors of the United States. Mr. Thomas was 58 years old. His widow and two daughters survive him.

REINDL.—On October 22, J. P. Reindl, a pioneer grain buyer for a Manitowoc, Wis., grain company, died at his home in Milwaukee, Wis. He retired several years ago from active business because of his advanced years.

STAUFFER.—On October 14, Benj. F. Stauffer, a grain operator who some time ago retired to his farm near Long Branch (r. f. d. Raleigh), Ill., died at his home there. For 40 years he had been active in the grain trade. He was 70 years old at the time of his death.

TRACEY.—John J. Tracey, a member of the Chicago Board of Trade and associated with Armour & Co., died not long ago.

WALTER.—At the age of 82 years, Brinton Walter died at his home in Lancaster, Pa. He had engaged extensively in the grain, coal and lumber business at Lancaster and Parkesburg. His widow and daughter survive him.

WARD.—Influenza caused the death of Jesse Ward, manager of the Farmers Elevator at Logan, N. D. His widow and four children are left.

WHITSON.—Kidney disease caused the death of Samuel L. Whitson of W. S. Woodward & Co., grain dealers of Philadelphia, Pa., on October 21. Mr. Whitson was 61 years old and had been associated with the Woodward concern for 18 years.

WILSON.—William B. Wilson who was associated at Chicago, Ill., with Simons, Day & Co., died not long ago.

WRIGHT.—Chas. L. Wright, a grain man who for a number of years had been with the Kerr-Gifford Company of Portland, Ore., died at a hospital in Portland after an illness of six weeks' duration.

# FIRES—CASUALTIES

Rossville, Kan.—Fire of unknown origin destroyed the Farmers Elevator.

Lamonte, Mo.—Fire destroyed the plant of the Farmers Grain & Elevator Company.

Walker, Kan.—Fire destroyed the old Wm. Shrenkler Elevator. A quantity of feed and flour was also destroyed.

Paullina, O'Brien County, Iowa.—Fire damaged seriously the elevator here, together with its contents, on November 3.

Muskogee, Okla.—The grain elevator of the Midland Valley Milling Company burned with a loss to building and machinery of $30,000.

Angus, Iowa.—The elevator and lumber yard here, owned by the Clark Brown Elevator Company whose headquarters are at Des Moines, Iowa, burned on November 3.

Tracy, Mo.—Together with 30,000 bushels wheat the Northrup Elevator burned on October 17. The fire is believed by the owners of the plant to have been of incendiary origin.

Corydon, Ind.—Fire destroyed the feed store, hotel, etc., owned by Christian Houser with a loss of $30,000. The loss is partly covered by insurance.

Belbeck, Sask.—Fire destroyed the Belbeck Farmers Elevator & Trading Company's North Elevator. The plant was damaged to the extent of $50,000.

Seward, Neb.—Fire destroyed the Farmers Elevator together with 2,500 bushels grain. The grain was insured for $6,500. The owners of the plant believe that the fire was of incendiary origin.

Philadelphia, Pa.—Damages amounting to $5,000 were done to the grain, feed and flour warehouse of H. B. Cassel on November 8. The blaze was caused by a spark from a switching engine.

San Antonio, Texas.—Fire damaged the plant of the Pendleton Grain Company. Spontaneous combustion is believed to have caused the fire. The loss on the plant is estimated at between $12,000 and $15,000.

Malta, Mont.—Settling of the supports of the Imperial Elevator here threatened for a time to wreck entirely the elevator and destroy its contents. The plant contained 15,000 bushels of wheat at the time and the strain imposed by this weight, together with the settling of the supports, caused the concrete abutments to buckle. The machinery was damaged and in order to allow some of the grain to escape and thereby relieve somewhat the strain, Manager Huff and his helpers cut a hole in the side of the elevator and unloaded a considerable quantity of grain.

Dassel, Minn.—The Farmers Elevator was damaged seriously by fire recently. About 19,000 bushels wheat were also destroyed.

Utica, Neb.—Together with 3,472 bushels wheat the elevator of the Utica Grain Company, of which H. W. Busch is manager, burned. The cause of the blaze was unknown. The loss is covered by insurance.

Postville, Iowa.—Fire broke out in the upper part of the Hall Roberts & Son Grain Elevator and consumed quite a quantity of wheat. Quick action on part of the firemen saved the plant from complete destruction.

Woodstock, Ont.—The elevator of the James Cullen Milling Company collapsed recently, scattering about 6,000 bushels wheat on the ground. It is thought that the frost enlarged a crack in the side of the elevator.

Independence, Kan.—The elevator of the Rea-Patterson Milling Company was struck by lightning and the upper part was considerably damaged. About 20,000 bushels wheat were also damaged somewhat by the lightning.

Carrollton, Mo.—A hot box in the top of the elevator owned by J. J. Wiggins is believed to have caused the fire which destroyed the plant and damaged most of its grain contents. The loss is estimated at about $10,000.

Yankton, S. D.—The McCaul Webster Grain Elevator was destroyed by fire on November 2. The building was a total loss as well as its contents, including 4,000 bushels of wheat and an equal amount of corn and oats. The origin of the fire is thought to have been incendiary.

Fremont, Neb.—Fire destroyed the grain elevator owned and operated by the Nye-Schneider-Fowler Company at this point on October 16. The plant was one of the first ones to be erected in the state of Nebraska. The loss including damage to 16,000 bushels grain by water, etc., amounted to $25,000. The company will rebuild immediately.

Anita, Iowa.—Fire, the origin of which is unknown, destroyed the grain elevator of the Kunz Elevator Company at this point. About 6,000 bushels of grain were destroyed. Loss on the grain was covered by insurance. Damage to elevator, grain and mill amounts to $25,000; the loss is partly covered by insurance. The owners of the grain elevator will not rebuilt until next spring, if they rebuild at all.

## RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at leading terminal markets in the United States for the month of October, 1918:

**BALTIMORE**—Reported by Jas. B. Hessong, secretary the Chamber of Commerce:

| | Receipts | | Shipments | |
|---|---|---|---|---|
| | 1918 | 1917 | 1918 | 1917 |
| Wheat, bus... | 3,863,920 | 1,704,363 | 5,103,887 | 1,461,550 |
| Corn, bus..... | 111,100 | 137,845 | 36,566 | 153,211 |
| Oats, bus..... | 788,634 | 2,430,677 | 200,793 | 1,980,310 |
| Barley, bus... | 35,331 | 1,250 | ..... | ..... |
| Rye, bus..... | 281,955 | 2,064,347 | 5,202 | 1,274,333 |
| Hay, tons.... | 2,376 | 4,404 | 1,221 | 1,061 |
| Flour, bbls... | 280,694 | 281,594 | ..... | 146,641 |

**BUFFALO**—The Chamber of Commerce:

| | Receipts | | Shipments | |
|---|---|---|---|---|
| | 1918 | 1917 | 1918 | 1917 |
| Wheat, bus... | 19,159,943 | 15,812,830 | ..... | ..... |
| Corn, bus.... | 485,200 | ..... | ..... | ..... |
| Oats, bus..... | 260,633 | 100,000 | ..... | ..... |
| Barley, bus... | 278,000 | 100,000 | ..... | ..... |
| Rye, bus..... | 3,160,388 | 851,600 | ..... | ..... |
| Flour, bbls... | 936,250 | 493,870 | ..... | ..... |

**CHICAGO**—Reported by John R Mauff, secretary the Board of Trade:

| | Receipts | | Shipments | |
|---|---|---|---|---|
| | 1918 | 1917 | 1918 | 1917 |
| Wheat, bus... | 6,279,000 | 2,505,000 | 3,484,000 | 1,375,000 |
| Corn, bus.... | 11,550,000 | 3,183,000 | 5,084,000 | 1,427,000 |
| Oats, bus..... | 10,942,000 | 13,726,000 | 6,904,000 | 9,208,000 |
| Barley, bus... | 2,401,000 | 2,813,000 | 291,000 | 730,000 |
| Rye, bus..... | 344,000 | 640,000 | 749,000 | 496,000 |
| Timothy Seed, lbs. ..... | 5,175,000 | 5,172,000 | 2,674,000 | 2,816,000 |
| Clover Seed, lbs. ..... | 1,597,000 | 945,000 | 527,000 | 483,000 |
| Other Grass Seed, lbs... | 5,187,000 | 3,430,000 | 567,000 | 764,000 |
| Flax Seed, bus. | 62,000 | 114,000 | ..... | 2,000 |
| Broom Corn, lbs. ..... | 3,642,000 | 2,649,000 | 708,000 | 1,044,000 |
| Hay, tons.... | 24,320 | 30,956 | 9,359 | 2,157 |
| Flour, bbls... | 995,000 | 879,000 | 553,000 | 671,000 |

**CINCINNATI**—Reported by S. S. Reeves, executive secretary the Grain and Hay Exchange:

| | Receipts | | Shipments | |
|---|---|---|---|---|
| | 1918 | 1917 | 1918 | 1917 |
| Wheat, bus... | 295,625 | ..... | 282,725 | ..... |
| Corn, bus.... | 279,400 | ..... | 188,100 | ..... |
| Ear Corn, bus. | 7,000 | ..... | ..... | ..... |
| Oats, bus..... | 508,800 | ..... | 254,400 | ..... |
| Rye, bus..... | 48,400 | ..... | 37,400 | ..... |
| Hay, cars.... | 999 | ..... | ..... | ..... |

**DETROIT**—Reported by M. S. Donovan, secretary the Board of Trade:

| | Receipts | | Shipments | |
|---|---|---|---|---|
| | 1918 | 1917 | 1918 | 1917 |
| Wheat, bus... | 430,000 | 344,000 | 22,000 | 15,000 |
| Corn, bus..... | 580,000 | 47,000 | 56,000 | 7,000 |
| Oats, bus..... | 406,000 | 380,000 | 215,000 | 112,000 |
| Barley, bus... | 15,000 | ..... | ..... | ..... |
| Rye, bus..... | 139,000 | 80,000 | 41,000 | 19,000 |

**DULUTH**—Reported by Chas. F. MacDonald, secretary the Board of Trade:

| | Receipts | | Shipments | |
|---|---|---|---|---|
| | 1918 | 1917 | 1918 | 1917 |
| Wheat, bus... | 19,435,706 | 4,000,741 | 4,410,101 | 1,502,763 |
| Corn, bus..... | 15,863 | 1,518 | 1,558 | ..... |
| Oats, bus..... | 556,115 | 99,072 | 356,752 | 14,552 |
| Barley, bus... | 305,607 | 3,502,889 | 95,802 | 2,174,947 |
| Rye, bus..... | 862,453 | 2,024,036 | 413,828 | 1,465,958 |
| Flax Seed, bus. | 154,236 | 185,792 | 90,792 | 151,561 |
| Production, bbls. ..... | 79,395 | 117,865 | ..... | ..... |
| Flour, bbls... | 816,500 | 620,520 | 952,860 | 655,740 |

**INDIANAPOLIS**—Reported by Wm. H. Howard, secretary the Board of Trade:

| | Receipts | | Shipments | |
|---|---|---|---|---|
| | 1918 | 1917 | 1918 | 1917 |
| Wheat, bus... | 331,250 | 356,250 | 75,000 | 166,250 |
| Corn, bus..... | 1,851,250 | 558,750 | 590,000 | 145,000 |
| Oats, bus..... | 1,548,000 | 1,877,400 | 514,800 | 892,800 |
| Rye, bus..... | 167,500 | 53,750 | 102,500 | 23,750 |
| Hay, cars.... | 133 | 270 | ..... | ..... |

**MILWAUKEE**—Reported by H. A. Plumb, secretary the Chamber of Commerce:

| | Receipts | | Shipments | |
|---|---|---|---|---|
| | 1918 | 1917 | 1918 | 1917 |
| Wheat, bus... | 2,497,300 | 650,000 | 1,847,727 | 108,486 |
| Corn, bus..... | 570,840 | 423,440 | 209,451 | 329,515 |
| Oats, bus..... | 6,008,890 | 3,976,840 | 2,936,216 | 2,067,835 |
| Barley, bus... | 1,381,510 | 2,470,800 | 456,803 | 611,076 |
| Rye, bus..... | 348,925 | 507,710 | 99,000 | 125,336 |
| Timothy Seed, lbs. ..... | 341,388 | 624,242 | 469,494 | 397,410 |
| Clover Seed, lbs. ..... | 234,517 | 1,408,332 | 497,088 | 32,050 |
| Malt, bus..... | 108,168 | 140,400 | 420,480 | 875,058 |
| Flax Seed, bus. | 21,140 | 55,650 | ..... | ..... |
| Feed, tons.... | 3,206 | 1,640 | 20,048 | 13,921 |
| Hay, tons.... | 229 | 1,656 | 348 | 444 |
| Flour, bbls... | 91,620 | 103,060 | 216,975 | 116,179 |

**MINNEAPOLIS**—Reported by H. W. Moore, statistician the Chamber of Commerce:

| | Receipts | | Shipments | |
|---|---|---|---|---|
| | 1918 | 1917 | 1918 | 1917 |
| Wheat, bus... | 21,306,490 | 14,675,620 | 2,323,900 | 2,946,240 |
| Corn, bus..... | 793,910 | 80,920 | 548,450 | 82,580 |
| Oats, bus..... | 4,168,400 | 5,458,620 | 5,783,970 | 4,208,810 |
| Barley, bus... | 2,930,740 | 4,853,960 | 3,532,960 | 3,618,570 |
| Rye, bus..... | 922,530 | 2,054,340 | 695,990 | 753,180 |
| Flax Seed, bus. | 915,260 | 979,600 | 164,650 | 76,920 |
| Hay, tons.... | 1,861 | 4,263 | 193 | 228 |
| Flour, bbls... | 70,801 | 77,996 | 2,341,846 | 2,054,312 |

**NEW YORK CITY**—Reported by H. Heinzer, statistician the Produce Exchange:

| | Receipts | | Shipments | |
|---|---|---|---|---|
| | 1918 | 1917 | 1918 | 1917 |
| Wheat, bus... | 6,275,700 | ..... | 5,674,806 | ..... |
| Corn, bus..... | 96,600 | ..... | 122,213 | ..... |
| Oats, bus..... | 3,787,000 | ..... | 782,940 | ..... |
| Barley, bus... | 251,175 | ..... | 51,814 | ..... |
| Rye, bus..... | 1,856,250 | ..... | 405,049 | ..... |
| Timothy, Clover, Flax and other Grass Seed, bags ..... | 436 | ..... | 1,363 | ..... |
| Hay, bales.... | 26,342 | ..... | 19,170 | ..... |
| Flour, bbls... | 470,112 | ..... | 277,471 | ..... |

**PORTLAND, ME.**—Reported by Geo. F. Feeney, traffic manager the Chamber of Commerce:

| | Receipts | | Shipments | |
|---|---|---|---|---|
| | 1918 | 1917 | 1918 | 1917 |
| Wheat, bus... | 441,953 | 1,193,293 | 2,062,963 | 211,500 |
| Oats, bus..... | 22,979 | ..... | ..... | ..... |

**OMAHA**—Reported by F. P. Manchester, secretary the Grain Exchange:

| | Receipts | | Shipments | |
|---|---|---|---|---|
| | 1918 | 1917 | 1918 | 1917 |
| Wheat, bus... | 1,115,800 | 1,570,800 | 758,400 | 818,400 |
| Corn, bus..... | 1,860,600 | 1,453,200 | 2,023,000 | 1,271,200 |
| Oats, bus..... | 1,728,000 | 342,200 | 2,230,000 | 281,000 |
| Barley, bus... | 516,800 | 354,600 | 399,600 | 252,800 |
| Rye, bus..... | 528,000 | 184,800 | 440,000 | 141,000 |

**PHILADELPHIA**—Reported by A. B. Clemmer, secretary the Commercial Exchange:

| | Receipts | | Exports | |
|---|---|---|---|---|
| | 1918 | 1917 | 1918 | 1917 |
| Wheat, bus... | 2,823,780 | 2,394,441 | 2,456,579 | 1,875,119 |
| Corn, bus..... | 41,211 | 94,174 | ..... | 168,797 |
| Oats, bus..... | 447,957 | 3,085,555 | 126,658 | 2,763,909 |
| Barley, bus... | 6,200 | 52,000 | ..... | ..... |
| Rye, bus..... | 153,092 | 408,648 | 100,000 | 426,515 |
| Hay, tons.... | 3,028 | ..... | ..... | ..... |
| Flour, bbls... | 228,856 | 144,420 | ..... | ..... |

**ST. LOUIS**—Reported by Eugene Smith, secretary the Merchants' Exchange:

| | Receipts | | Shipments | |
|---|---|---|---|---|
| | 1918 | 1917 | 1918 | 1917 |
| Wheat, bus... | 2,097,622 | 1,492,041 | 867,760 | 1,382,650 |
| Corn, bus..... | 1,869,349 | 885,470 | 1,208,770 | 377,360 |
| Oats, bus..... | 1,746,000 | 2,541,500 | 1,350,390 | 2,513,290 |
| Barley, bus... | 62,400 | 386,000 | 24,480 | 10,600 |
| Rye, bus..... | 17,815 | 81,610 | 38,180 | 22,730 |
| Hay, tons— | | | | |
| Local ..... | 24,410 | 16,373 | ..... | ..... |
| Through ... | 4,357 | 3,513 | 16,920 | 8,660 |
| Flour, bbls... | 225,630 | 403,915 | 268,590 | 563,740 |

**SAN FRANCISCO**—Reported by W. B. Downes, statistician the Chamber of Commerce:

| | Receipts | | Shipments | |
|---|---|---|---|---|
| | 1918 | 1917 | 1918 | 1917 |
| Wheat, ctls... | 108,784 | ..... | ..... | ..... |
| Corn, bus..... | 9,203 | ..... | ..... | ..... |
| Oats, bus..... | 31,927 | ..... | ..... | ..... |
| Barley, bus... | 184,661 | ..... | ..... | ..... |
| Rye, bus..... | 1,745 | ..... | ..... | ..... |
| Hay, tons.... | 3,878 | ..... | ..... | ..... |
| Flour, bbls... | 115,237 | ..... | ..... | ..... |

**TOLEDO**—Reported by Archibald Gassaway, secretary the Produce Exchange:

| | Receipts | | Shipments | |
|---|---|---|---|---|
| | 1918 | 1917 | 1918 | 1917 |
| Wheat, bus... | 605,955 | 889,400 | 20,000 | 110,700 |
| Corn, bus..... | 124,400 | 22,800 | 55,245 | 4,400 |
| Oats, bus..... | 633,950 | 362,400 | 647,875 | 225,100 |
| Barley, bus... | 6,000 | ..... | 68,891 | ..... |
| Rye, bus..... | 37,200 | 24,200 | 46,420 | 15,900 |
| Timothy Seed, bags ..... | 14,728 | 12,071 | 764 | 267 |
| Clover Seed, bags ..... | 8,532 | 3,439 | 691 | 4,446 |
| Alsike Seed, bags ..... | 1,270 | 786 | 1,017 | 1,277 |

# GRAIN TRADE PATENTS

### Bearing Date of September 10, 1918

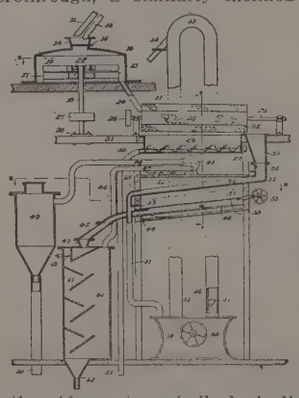
Hay press.—John W. Burkett, Columbus, Ohio, assignor to The Burkett Manufacturing Company, Columbus, Ohio, a corporation of Ohio. Filed June 9, 1915. No. 1,278,301.

### Bearing Date of September 17, 1918

Seed tester.—Albert Frederic Esslinger, Ypsilanti, Mich. Filed May 31, 1918. No. 1,279,310.

Cereal grain hulling system—Frank Emenegger and Joel H. Westfall, Petaluma, Cal. Filed November 8, 1917. No. 1,279,308. See cut.

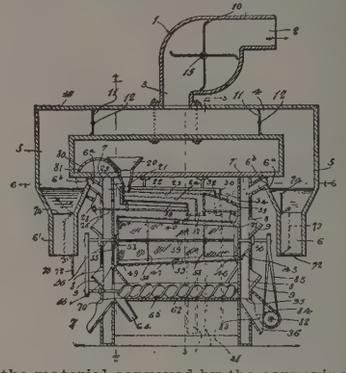
Claim: A grain hulling mill including an aspirator having a casing, an inclined perforated feed spout extending therethrough, a similarly inclined vibrating



screen beneath said spout, a similarly inclined outlet tray for groats arranged beneath the screen, and an air draft device communicating with the interior of the casing above said spout adapted for exhausting hulls from the casing.

Apparatus for grading, separating, cleaning and clipping grain.—John W. Wright, Battleford, Sask., Canada, assignor of one-half to Murray Livingstone M. Skelton, Battleford, Sask., Canada. Filed November 22, 1916. No. 1,279,067. See cut.

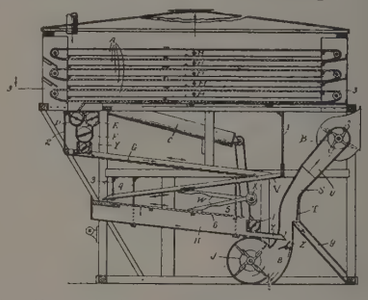
Claim: In a device as set forth, a supporting structure having first and second vertical air chambers upon its ends, a third air chamber of greater cubic area than said first named air chambers extending across said supporting frame above the vertical air chambers, pipes communicating with said third air chamber and with the upper ends of the vertical air chambers, grain sorting means arranged to deliver grain to said first vertical air chamber, grain cleaning means arranged to deliver grain to said second vertical air chamber, means for directing grain from said first vertical air chamber to said grain cleaning means, an air suction fan communicating with said third air chamber whereby the grain delivered to said vertical air chambers will be subjected to an upward air blast, conveyor means positioned beneath said grain cleaning means for receiving material which passes through said cleaning means, a delivery trough for said conveying bin, said conveying means opening into said second vertical air chamber near said delivering trough



whereby the material conveyed by the conveying means will be subjected to an air blast during deposit in said delivery trough.

Method of separating mucilaginous from non-mucilaginous seeds.—Harold L. Gray, Crawfordsville, Ind., assignor to Crabbs-Reynolds-Taylor Company, Crawfordsville, Ind., a corporation of Indiana. Filed May 18, 1917. No. 1,279,377. See cut.

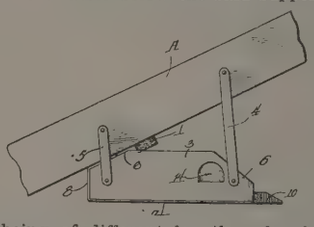
Claim: The method of separating mucilaginous seeds from non-mucilaginous seeds, consisting in mingling wet seeds and dry sawdust; thereafter agitating and



conveying the material to cause a balling action of the mucilaginous seeds; and separating the non-mucilaginous seeds from the sawdust-balled mucilaginous seeds.

Seed separating device.—John Z. Lewis, Ingraham, Ill. Filed January 18, 1917. No. 1,278,951. See cut.

Claim: In a seed separating device, the combination with an inclined support, of parallel side walls disposed below the support; each wall having one end cut to form an angularly butt end edge, hangers pivotally connected to the said support and to the said walls to suspend the latter below the said support, the said



hangers being of different lengths whereby the said angularly cut ends are held in close proximity to the said support, a bottom attached to the lower edges of the said walls and extending the full length thereof and having a right angularly extending portion forming a rear end wall engaged with the ends of the said side walls, the said end wall being extended and engaged with the said angularly cut ends of the side walls to form a covering above one end of the space between the said side walls, and normally held at the same angle as the said support and in engagement with the latter, a chute projecting from the opposite end of said bottom wall and sifting means arranged between the said side walls and spaced above the said bottom.

Portable feed mixing apparatus.—Chester A. Barnes, Blue Grass, Iowa. Filed January 26, 1917. No. 1,279,221.

### Bearing Date of September 24, 1918

Automatic grain pickler.—Henry Uiting, Carlyle, Sask., Canada. Filed January 22, 1917. No. 1,279,791.

Hay press.—Daniel H. Harden, Banks, Ala. Filed April 6, 1917. No. 1,279,541.

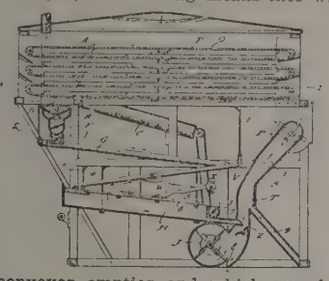
### Bearing Date of October 1, 1918

Grain separator.—Frederick A. Wegner, Buffalo, N. Y. Filed May 21, 1915. No. 1,280,600.

Seed separator.—Harold Line Gray, Crawfordsville, Ind., assignor to Crabbs-Reynolds-Taylor Company, Crawfordsville, Ind., a corporation of Indiana. Original application filed May 18, 1917. Divided and this application filed July 23, 1917. No. 1,280,446. See cut.

Claim: In a seed separating machine, the combination of an inclined conveyor into the lower end of which seed and water are fed, a seed conveyor into one end of which the first named conveyor empties, a sawdust conveyor in proximity to the seed conveyor, a conveyor positioned beneath the aforesaid conveyors and into which they empty, and a two-way conveyor positioned below the latter conveyor and into the cen-

tral portion of which the aforesaid conveyor empties, whereby seed is delivered from opposite ends of the two-way conveyor, and shaking means into which the



two-way conveyor empties and which completes the operation of separating mucilaginous from non-mucilaginous seed.

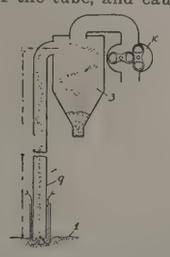
**Bearing Date of October 8, 1918**

Dust collector.—Frederick A. Wegner, Silver Creek, N. Y. Filed April 22, 1916. No. 1,281,238.

Antifriction bearing.—Carl S. Anderson, Chicago, Ill. Filed November 10, 1917. No. 1,280,621.

Pneumatic conveyor.—Guido E. Lob, Chicago, Ill., assignor to the Pneumatic Conveyor Company, Chicago, Ill., a corporation of Illinois. Filed February 14, 1916. No. 1,280,780. See cut.

Claim: The method of conveying grain in a tubular conveyor which consists in expelling air from the remote end of the tube as fast as it can be supplied at the adjacent end of the tube, and causing the entering



air to pick up and raise the grain to be conveyed by friction of the air upon the individual grains, the ratio of grain to air being maintained at one part grain to substantially 80 to 100 parts of air.

# IN THE COURTS

Elvin Adams filed an appeal in the District Court at Caldwell, Idaho, in the suit which the Caldwell Milling & Elevating Company filed against him to recover $457.89 damages and costs for alleged conversion of grain.

A judgment for $1,250 was given Dan H. Harding of Henderson, Ky., against the J. A. Everett Seed Company for the alleged violation of a sale contract. It was claimed that Harding shipped the seed company a carload of seed corn, which the seed concern afterwards refused to accept.

A petition has been filed by the Walker Grain Company of Ft. Worth, Texas, in answer to the suit filed by certain concerns asking that it be declared bankrupt, stating that it is not insolvent and is not indebted to the petitioners and asking that the application for receiver be stayed.

John A. Beck and J. Kennedy, both elevator men operating at Adanac, Sask., Canada, were sentenced to six months' imprisonment for forgery. The elevator men would short weight the farmers until a surplus had been built up, then they would issue a bogus grain check and get it cashed at the bank.

Charged with violating the grain buying laws, Frank R. Lynch, an elevator agent at Ayr, Cass County, N. D., was brought before Judge Miller at Fargo, N. D., recently. Lynch is said to have taken a 30-pound flat dockage off each load of grain marketed, claiming he was entitled to such dockage to cover wastage. This has been particularly prohibited by the Grain Department.

The judgment of the court in Butler County, Neb., awarding the plaintiffs in their suit against Geo. Dobson, formerly a grain man of Ulysses but now residing in Lincoln, between $60,000 and $80,000 damages was affirmed by the Supreme Court of Nebraska recently. The case originated between Fred Dworak and others and John Dobson, Geo. Dobson, Jesse A. Smith, the First Bank of Ulysses, Ulysses Grain Company and Central National Bank of David City. It was alleged that the defendants were in a conspiracy to defraud the plaintiffs of grain. Geo. Dobson was the only one who appealed the case.

Action has been taken against the following elevator companies of North Dakota: The Great Western Grain Company, the Powers Elevator Company and the Monarch Elevator Company, foreign corporations engaged in business there, by the state of North Dakota on the grounds that they have formed an illegal combination. The companies, it is claimed, used prices fixed by the Minneapolis Chamber of Commerce, taking illegally, the state charges, about $16,000,000 from the farmers of that state. The demands of the state are that the defendants be enjoined from conducting such illegal pools and that an explanation be given the courts for business done under that understanding during the months of August, September and October, so that the damages for such practice can be determined.

Judge Hollister of the United States District Court at Cincinnati, Ohio, handed down a decision recently stating that forgery of railroad bills of lading which do not represent any actual or contemplated shipment in interstate commerce is not a violation of the Pomerene Law. He, with this ruling as his ground for action, dismissed the indictments against the officials of the Ferger Grain Company of Cincinnati. The indictments charged August Ferger, president, and Thomas M. Dugan, secretary, with having forged certain bills of lading purporting to cover shipments of corn from Indiana to Cincinnati, and having pledged them to the Second National Bank of Cincinnati as collateral security for a loan of $22,000. Ferger, Dugan and R. H. Rasch, the confidential agent of the grain firm, were also charged with having entered into a conspiracy to forge these bills of lading and to negotiate them for value.

# FIELD SEEDS

## CARBON DISULPHID AS INSECTICIDE

"At this season of the year insects begin to multiply rapidly. This is particularly true of those attacking seeds in storage. A careful inspection at this time may save the seed owner much worry and loss later," says E. A. Back, Bureau of Entomology. "The slight infestation now can be controlled far more easily than after the insects have become exceedingly abundant. The percentage of insects that may survive a treatment given now represents a very small number, numerically speaking, in comparison with the number of insects represented by the same percentage that survive a treatment made after the pest has had all summer in which to multiply. The 1 per cent of insects that escape in the treatment of slightly infested seeds represents too small a number to cause appreciable injury for some time to come, whereas the 1 per cent that escapes after the pest has become a serious menace represents such a large number that a second treatment very soon may be needed.

"Seeds should be examined now to make certain that insects are not already working in them. Many seeds will be found free from pests. Experienced seedsmen know that many kinds of seeds need little attention so far as insects are concerned, that others are only occasionally attacked, while others, such as beans, cowpeas, and corn, are always subject to more or less injury. The farther south one goes, the greater the injury and the wider the range of seeds affected.

"Although heating seeds to a temperature of 120° to 130° F. for a comparatively short time has been found an excellent method of killing insects, there is nothing more valuable in the average seed warehouse than scrupulous cleanliness and a good supply of carbon disulphid. So many of the pests that get into seeds can and do breed in the seeds and grain particles that get lodged in the cracks in the flooring and that often accumulate in a corner, behind barrels, in boxes, etc., that it is poor policy to attempt to suppress insects in the stocks without first cleaning out these breeding places or unnecessary sources of infestation, from which newly acquired and clean stocks become infested.

"There is nothing more useful than carbon disulphid in killing pests in stored seeds. As the gas formed by this fumigant is explosive if brought into contact with fire, its nature should be understood before fumigation with it is attempted. *Farmers' Bulletin No. 799*, 'Carbon disulphid as an insecticide,' contains all the needed information regarding carbon disulphid and its use and will be sent free of charge to any person upon application to the Chief, Division of Publications, U. S. Department of Agriculture, Washington, D. C. While this fumigant cannot be used safely on a large scale in congested towns or city blocks, it can be relied upon to give good results even in these places when used for the protection of seeds in very tightly constructed bins, barrels, or boxes.

"The chief drawback to obtain satisfactory results from the use of carbon disulphid has been due, in many instances, to the failure of the person using it to realize that he must place his seeds in a practically air-tight container. The gas formed is heavier than air and seeks every crack from which to escape. It is only by preventing its escape that the air about the seeds can be kept so charged that the adult insects are killed and that the gas can have time to work into the cavities made by the insects in the seeds and there kill the insects in their immature stages. In these immature stages of development the pests quite often do escape when seeds are partially fumigated.

"Special emphasis is laid upon the need of a tight container for successful fumigation. Fumigation bins and boxes can be constructed so tightly that the disagreeable odor of carbon disulphid cannot be detected after the containers have been closed and sealed for fumigation. Bins constructed with two thicknesses of matched boards, with building paper between, have been tried with success. Other bins made of one thickness of matched boards and painted on the inside with a thin cement paint to fill cracks have given good results."

## NEW SEED TRADE MARKS

During the past two months the following new seed trade marks have been published in the *Official Gazette* of the U. S. Patent Office: "Antelope" field, grass, flower and vegetable seeds. The Nebraska

Ser. No. 109,247.

Ser. No. 109,246.

Seed Company, Omaha, Neb. Filed February 27, 1918. Serial No. 109,246. See cut. "Utryit" field, grass, flower and vegetable seeds. The Nebraska Seed Company, Omaha, Neb. Filed February 27, 1918. Serial No. 109,247. See cut.

## CLASSIFICATION OF SEEDSMEN

The Seed Reporting Service of the U. S. Department of Agriculture has recently classified the seed business so that its work may be simplified. Following is the tentative classification:

SEED DEALERS

(*a*) *Wholesale Seed Dealers.* Those who handle field or vegetable seeds as their main line in a wholesale or jobbing way, and who usually dispose of their seeds through periodical price lists or by traveling salesmen.

(*b*) *Mail-Order Seed Dealers.* Those who handle field or vegetable seeds as their main line and dispose of such seeds chiefly to consumers by means of a descriptive catalog.

(*c*) *Retail Seed Dealers.* Those who handle field or vegetable seeds either as a main line or as a side line, and dispose of such seeds locally to consumers.

(*d*) *Seed Brokers.* Those who act as agents for seed dealers, shippers, growers, or consumers in buying or selling seeds. They are usually advantageously located in important seed markets.

(*e*) *Miscellaneous Seed Dealers.* Those dealers who buy or sell field or vegetable seeds in any other manner than defined above.

SEED SHIPPERS

(*a*) *Sectional Seed Shippers.* Those who buy seeds of one or more kinds from local shippers and seed farmers in their own locality or nearby localities, and ship such seeds to seed dealers. Sectional shippers are usually advantageously located in sections producing large quantities of the kinds of seeds that they handle.

(*b*) *Local Seed Shippers.* Those located at production points where one or more kinds of seeds are shipped out and who buy such seeds from seed farmers for shipment to sectional shippers or to seed dealers. Local shippers are usually merchants of various kinds who ship seeds as a side line.

SEED GROWERS

(*a*) *Commercial Seed Growers.* Those who have their seed growing business organized for the production and sale of the seeds grown by them on land operated by themselves or under their supervision, or grown for them by seed farmers.

(*b*) *Seed Farmers.* Those who grow seed on land operated by themselves without conducting a commercial business of selling seed.

(*c*) *Miscellaneous Seed Growers.* Those who are neither commercial seed growers nor seed farmers but who, in any other way through ownership or contract, control any acreage devoted to seed production, or who purchase vegetable seed directly from seed farmers.

[FIELD SEED NOTES WILL BE FOUND ON PAGE 386]

# HAY, STRAW AND FEED

A feed and flour business is to be conducted at Dearing, Kan., by W. Bowersock.

A feed and flour store has been opened at Velva, N. D., for the Northern Elevator Company.

The feed store owned by J. M. Blake at Cassville, Mo., has been moved to quarters on Main Street.

The feed store at Lincoln, Kan., known as the Tom Brann Feed Store, is now located at the mill there.

A feed business has been started at Loving, Texas, by Douglas & Ware. W. H. Simmons is manager.

The feed store at Napavine, Wash., owned by the Coulson Bros., has been leased by Geo. M. Tuttle of Centralia.

The capital stock of the Morrow Feed & Supply Company of Morrow, Ohio, has been increased from $10,000 to $25,000.

Jos. Brenling and Frank Willoughby have purchased the feed and flour business of W. E. Bontley & Co., located at Belleville, Wis.

J. S. Gilson's feed business at De Kalb Junction, N. Y., has been purchased by Floyd Powell. Gilson has retired from active business.

The W. L. O'Neil Feed Store at Remer, Minn., has been purchased by Chas. Graham. Tom Stanton has been retained by the new owner as manager.

The Harris Garage Building, Goshen, Ind., has been leased by the Yoder Feed Store and will be used by the concern as headquarters for its feed business.

A. J. Betson, G. E. Singleton, Guy Grider and others have incorporated at Linneus, Mo., as the Linneus Feed & Produce Company. Its capital stock is $5,000.

Because he had charged $2 more than the permitted price for feed, G. M. Allen, Jr., of Winston-Salem, N. C., was deprived of his license to operate by the Food Administration.

Operations have been started in the Ardmore, Okla., plant of the Ardmore Flour & Feed Company with H. J. Stromberg in charge. The company has establishments also at Grant, Caddo and Madill.

Robert and Ed. McShane have purchased from Hugo I. Seidel the feed store located at Eureka Springs, Ark. Mr. Seidel, who has been located at Eureka Springs for the past three years, expects to move to Chicago, Ill.

The Wm. S. Hills Company, feed and flour jobbers, has moved to the Boston Chamber of Commerce Building from its former location. The firm, which organized in 1849, has discontinued its flour jobbing and will do wholesale work entirely.

The Penrose Elevator Company of Welland (Mendota p. o.), Ill., has made arrangements to have its feed house enlarged. When the building is complete it will be 32x40 feet with a large seed bin overhead. The seed bin will be used for storing timothy seed.

Incorporation papers have been filed for the U. S. Recompressing & Milling Corporation, which will operate at Cayuga, N. Y., capitalized with stock amounting to $50,000. J. P. O'Hara, C. H. Fratz and F. W. Shoemaker are interested. The company will recompress hay and conduct a general milling business.

It has been suggested by a superintendent of freight claims of one of the Michigan railroads, that as considerable trouble is experienced with cars of hay arriving at destination with contents shifted against the doors, which causes more or less damage in opening the doors and a consequent delay in the equipment for repairs, that hay loaders place a few boards across doorways after cars are loaded. This would prevent the blocking of doors and avoid unnecessary work, delay and expense. The suggestion is a good one and wherever feasible should be adopted.

## HAY AT ST. LOUIS MARKET

Mullally Hay & Grain Co. of St. Louis, Mo., in its letter of November 14, advises: There is a fairly good demand at the prevailing prices for timothy and light clover mixed particularly so for the best grades which are the minor portion of the offerings. The movement of hay here the last few days, however, is rather slow. The stock on hand, however, is much lighter than it has been and the indications are for lighter receipts in the near future as the bad weather will, no doubt, stop the movement of hay from country points to a great extent. Then, too, farmers in many sections will be busy gathering corn from now on and we look for our market to rule steady with a good demand for the best grades of hay though we do not look for much inquiry for low grades. Clover hay is ruling steady with a good demand for No. 1 and choice, fair demand for No. 2, though not much inquiry for low grades of clover. Prairie hay is in light offerings and demand good for Kansas hay, particularly so for the best grades. Our market at present is practically bare of Western prairie and in good condition for fresh arrivals and we advise shipments. Alfalfa hay is in light offerings and demand good for No. 1 and choice green.

"The arrivals of hay on both sides of the river were rather light," report Toberman, Mackey & Co., of St. Louis, in their November 12 letter. "The market, however, is under a very light demand and barely steady on all grades, with a downward tendency on all low grades, which we urge you strongly to keep back and not place on the present market. In our opinion the prices on hay are about at the top for at least a while and likely to seek a lower level. High grade alfalfa in fair demand; low grades slow and very dull. An occasional car of choice prairie wanted. Low grades unsalable and difficult to place, even at low prices."

## HAY MUCH LOWER IN NEW YORK

By C. K. Trafton

Since our last review was written there has been a complete reversal of the local hay situation. The first natural result of the uncommonly high prices current last month; i. e., decreased consumption, was soon in evidence; while the second result, i. e., more willingness on the part of interior owners to sell, was not long in following. As a result of the former, the attendance of buyers was decidedly slim, whereas the pressure of offerings was much heavier, and as a consequence prices broke sharply. The radical change in conditions was to a large extent traceable to the decidedly encouraging developments in Europe. A month ago the outlook for peace was much less hopeful, and the fact that the Government was buying heavily for army use induced many farmers and country shippers to hold for higher prices. Naturally, the important changes abroad created the impression that Government demand would be much less active, and hence there was a somewhat general rush to accept the prevailing high prices for the hay that had been held back. It was evident, however, that buyers had been prepared to some extent for such an outcome. At any rate, they were aware that large quantities still remained back in the interior and they anticipated that the high level of prices would tempt many owners to sell as soon as freight cars became more plentiful.

Nevertheless, there are many experienced traders who do not expect any further important decline. For one thing, they look for a continued heavy consumption, partly because of the limited supply of cornmeal and the almost entire exhaustion of millfeed offerings. In fact, the latter shortage was a source of great astonishment to all concerned in view of the huge wheat receipts and the enormous production of flour. The belief that prices cannot fall much if any lower was also based partly on the fact that the present crop is the smallest in many years, namely, 86,300,000 tons, which contrasts sharply with the record yield of 111,000,000 tons in 1916. Moreover, it is quite generally believed that the official report on the crop was far in excess of the quantity actually harvested as it is well known that in many sections the hay was never gathered from some fields owing to the shortage of labor and the necessity of gathering other crops or attending to other farm work.

## BULLETINING OF HAY AND STRAW ARRIVALS

Arrangements are in effect, reports J. S. Brown of the Transportation Department of the Chicago Board of Trade, for placing on the tracks of the Pennsylvania Railroad at 31st-33rd Street and 47th Street for inspection and disposition all carload shipments of hay and straw arriving via the following railroads: A. T. & S. F. Ry., B. & O. R. R., C. & O. Ry., C. & A. R. R., C. I. & L. Ry., C. R. I. & P. Ry., C. C. C. & St. L. Ry., Erie R. R., Grand Trunk Ry., Ill. Cent. R. R., Mich. Cent. R. R., N. Y. Cent. R. R., N. Y. C. & St. L. R. R., Penna. R. R., P. C. C. & St. L. R. R., Pere Marquette Ry.

The following firms have advised the Transportation Department that they agree to the arrangement under which the bulletining of cars at the offices of these yards will be considered notice of arrival: Bridge & Leonard, J. J. Considine & Co., Doyle Bros., H. H. Freeman & Co., M. M. Freeman & Co., Albert Miller & Co., W. R. Mumford & Co., T. D. Randall & Co., J. S. Simpson, Van Wie & Moorhead, Walters Bros., A. F. Weinberger.

Bulletins are posted by 7:00 A. M. at the 47th Street yard and 8:30 A. M. at the 31st-33rd Street yard. Mail notice of arrival will also be given, but it is the understanding that, as to shipments consigned to the firms above named, the bulletining of cars will be considered the notice of arrival on which any demurrage charges will be based.

As to shipments of hay and straw consigned to firms other than those above named, unless we are advised that the bulletining plan is preferred, notice of arrival will be sent or given, and the free time for disposition will run from the first 7 a. m. after notice is sent or given.

## NEW SCALE OF DISCOUNTS UNDER CONSIDERATION

A special committee of the National Hay Association, at a meeting held in Chicago, formulated plans whereby the Forage Branch of the Fuel and Forage Division of the Quartermaster Corps would accept shipments of hay grading under contract specifications at fixed discounts. It is understood that the Forage Branch has signified its willingness to adopt such a fixed scale of discounts in its hay transactions with dealers.

If adopted, it is expected that the fixed discounts will become a part of the contracts between the Forage Branch of the army and dealers making sales to that organization. This would enable dealers to know in advance what to expect for their hay in the event it grades below the grade stipulated in their contracts. At present, when grades fall below specifications, there is an exchange of telegrams and offers which causes more or less delay to dealers. The fixed discounts would eliminate these vexatious delays and the expense incident to the interchange of telegrams.

The discounts proposed by the special committee of the National Hay Association were worked out with No. 1 timothy as the basis. Under these discounts, a car of hay grading standard timothy would be accepted by the Forage Branch at $1 a ton below the price of No. 1 timothy. The other fixed discounts proposed by the National from the price of No. 1 timothy would be as follows: On No. 2 timothy, $2 a ton; No. 1 mixed hay, $3 a ton; No. 1 light clover mixed, $1; No. 2 light clover mixed, $3; No. 1 clover mixed, $3; No. 1 heavy clover mixed, $4, and No. 1 clover hay, $4.

Samuel Walton of Pittsburgh, president of the National Hay Association, and the following other members of the Association composed the committee which drafted the proposed discounts here: Secretary J. Vining Taylor; S. W. Kemp of Spencerville, Ohio; D. W. McMillen of Ft. Wayne, Ind.; Frank Young of Lansing, Mich.; Dan S. Wright of Weedsport, N. Y., and J. P. O'Hara of Moravia, N. Y.

The scale of discounts outlined by the special committee is to be submitted to the directors of the National Hay Association for approval, and then it will be presented to the Forage Branch, of which George S. Bridge is chief, with recommendations for immediate adoption.

According to reports here, a scale of fixed discounts to apply on alfalfa and on prairie hay also is being considered by the National Hay Association.

WANTED
HAY, STRAW, GRAIN, BUCKWHEAT, MILL FEEDS AND POTATOES
CUYAHOGA GRAIN CO., 57 Wade Bldg., CLEVELAND, O.

HENRY H. FREEMAN & CO.
Hay, Straw and Grain
COMMISSION MERCHANTS
Correspondence and Consignments Solicited.
Market Reports on Application.
66 Board of Trade CHICAGO, ILL.

ALFALFA
We are the Largest Distributors of ALFALFA in GREATER NEW YORK
Shippers who have Alfalfa Hay to dispose of, if they will communicate with us we will provide a satisfactory outlet.
ALFALFA
W. D. Power & Co., 12-15 N.Y. Hay Exchange NEW YORK

# For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

## ELEVATORS AND MILLS

FOR SALE OR LEASE

Water power mill and elevator, built in 1916. Located in Indiana. For further information, write INDIANA, Box 10, care "American Elevator and Grain Trade," Chicago, Ill.

ELEVATOR FOR RENT

Either with or without mill in connection. About 200,000 capacity. Located in Toledo, Ohio, on T. & O. C. Tracks, New York Central Lines. Apply A. M. DONOVAN, 208 Second National Bank Building, Toledo, Ohio.

FOR SALE

Elevator and malting plant located at Davenport, Iowa. Grain elevator 220,000-bushel storage capacity. Malt house 1,800-bushel daily capacity. Situated on the C. R. I. & P. Ry. tracks, and C. M. & St. P. and C. B. & Q. Roads are available. Transit privileges are granted for Eastern and Southern points, and the location is very favorable for distribution of feeds and grain to these points as well as to the central feeding district. The location is in one of the best farming districts. Plant is in good physical condition and was operated until malt was prohibited. For particulars apply to DAVENPORT MALT & GRAIN COMPANY, Davenport, Iowa.

## BAGS

FOR SALE—BURLAP BAGS OF EVERY KIND

New or second-hand, plain or printed with your brand; seamless cotton grain bags; sample bags; burlap, cotton, sheeting, or paper for car lining, etc.

Wanted: Second-hand bags; best prices paid. WILLIAM ROSS & CO., 409 N. Peoria St., Chicago, Ill.

## MACHINERY

FOR SALE

One new two-quart Fairbanks' Grain Tester. A bargain. H. WELGE, Kerrville, Texas.

FOR SALE

One complete steel elevator leg, 76 feet high, comprising the following parts:

Heavy steel legging.

Forty-inch head pulley with bearings and shaft.

One No. 452 Weller Cast Iron Boot and Pulley.

One hundred twenty 9x5-in. Favorite Buckets with bolts.

One hundred seventy-five foot 10-inch 4-ply Revere Rubber Company Belt, punched for buckets.

One Union Steel Roller Chain Drive with sprockets and shaft.

Price $800 f. o. b. Chicago.

Also one 5-horsepower Fairbanks-Morse Motor, 220 volts, 60 cycle, 3 phase, 900 r. p. m. with starter. Has pinion sprocket and silent chain for drive. Price $200.

This machinery has never been used because of change of plans. We offer it as a whole or will sell any part of it separately. HESS WARMING & VENTILATING CO., 5 North LaSalle St., Chicago, Ill.

# Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FLOUR AND MILL FEEDS

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. ANSTED & BURK CO., Springfield, Ohio.

WE RENT, SELL OR EXCHANGE

ELECTRIC MOTORS AND DYNAMOS. Belting, pulleys, hangers in stock. SCOTT BROTHERS ELECTRIC COMPANY, 34 Macomb Street, Detroit, Mich.

## HELP WANTED

WANTED

Capable field seed man for office and road work. One above the draft age. FIELD SEED, Box 6, care "American Elevator and Grain Trade," Chicago, Ill.

Give Your Utmost
to the
United War Work Campaign Fund
For the Boys "Over There"


HESS GRAIN DRIERS

Continuous and batch discharge
Ten sizes—all capacities
Dry anything granular
New Booklet ready.

Hess Warming & Ventilating Company
1210 Tacoma Building, Chicago

*For steam heat only (see Fuel Administration's ruling on fire heated driers).*

# FIELD SEEDS

A new building has been completed at Faribault, Minn., for the Faribault Seed Company.

Howard M. Earl is with F. W. Bolgiano & Co., Washington, D. C. He was at one time with W. Atlee Burpee Company.

Lieut. Herbert Courteen has been advanced to the position of Captain. He is son of S. C. Courteen, head of the Courteen Seed Company of Milwaukee, Wis.

An eight-hour working day has been instituted in the plant of the L. Olds Seed Company of Madison, Wis. The company formerly operated on a nine-hour schedule.

The capital stock of the Spokane Seed Company at Spokane, Wash., has been increased from $75,000 to $100,000. Geo. S. Reid is president; L. C. Barrett, secretary-treasurer.

A one-story building has been purchased by the Rochelle Seed Company of Rochelle, Ill. The building adjoins its storeroom and will be used in conjunction with its other business.

A new building has been completed in Cleveland, Ohio, for the A. C. Kendel Company, dealers in seeds. A building, which was erected more than 60 years ago, was razed in order to make room for the new fireproof structure which will house the seed company. The building is four stories in height; the first three are high enough to allow for balconies which will be used for storing seeds and other stocks.

After practically 30 years of idleness the brewery of the Milwaukee Brewing Company at Bismarck, N. D., is to be converted into a seed elevator. The brewery never brewed a drop of beer.

A two-story building, 40x80 feet, is to be remodeled by the E. G. Lewis Seed Company of Media, Ill., which it purchased recently. It will be used as an office and field seed department.

Chas. Gunderson and Jos. Charlebois, Jr., have organized at Escanaba, Mich., as the Escanaba Seed & Grain Company and have started in business. The company will handle feed, seeds, flour, etc., both wholesale and retail.

Charged with trickery in selling seeds and grain, the H. Herzstein Seed Company of Clayton, N. M., has been ordered by the Food Administration to close down its plant and cease operations for an indefinite period of time.

A new three-story warehouse of reinforced concrete and hollow tile construction has been completed at Santa Ana, Cal., for the Haven Seed Company. This addition gives the seed company 13,000 feet of floor space to be used exclusively for recleaning and shipping tomato seed.

Extensive additions have been completed to the plant of the Farmers Co-operative Mercantile Company of Ft. Morgan, Colo., which will facilitate the handling and cleaning of beans and other seeds. The company will specialize in the handling of high grade Colorado field seeds.

A warehouse which will cost $60,000 is to be erected for the Stratton-Ladish Company of Milwaukee, Wis. An addition will be constructed to the present seed plant at a cost of $40,000 and an office building which will be valued at $11,000 is also to be built.

## Grain and Seeds

**WANTED**

We are in the market for clover seed, screenings, tailings, and badly bucked clover seed. Send samples to THE KING SEED CO., North Vernon, Ind.

**A. W. SCHISLER SEED CO.**
LET US KNOW YOUR WANTS IN
FIELD AND GARDEN SEEDS
Office: 704-6-8-10 North 4th St. ST. LOUIS, MO.
Track Warehouse: S. W. Cor. Collins and Biddle

WE BUY AND SELL
**Seeds**
*Write Us Your Needs*
SCHISLER-CORNELI SEED CO.
St. Louis, Mo.

**SEEDS** Grain, Clover and Grass Seeds
CHAS. E. PRUNTY
*7, 9 and 11 South Main St.* SAINT LOUIS

White Clover
Orchard Grass
Tall Meadow Oat Grass
Rye Grass
WM. G. SCARLETT & CO.
BALTIMORE, MD.

Seed
We buy and sell all Varieties of Grass and Field Seeds
The Albert Dickinson Co
Minneapolis Chicago.....

REGISTERED TRADE MARKS
SECURITY BRAND
CRYSTAL BRAND
FALCON BRAND
STORK BRAND
MINNEAPOLIS SEED CO.
WHOLESALE FIELD SEEDS
HARDY NORTHERN GROWN SEEDS OUR SPECIALTY
BUYERS, RECLEANERS, SELLERS
ASK OUR BIDS BEFORE SELLING
WRITE OR WIRE FOR SAMPLES AND PRICES
TIMOTHY, CLOVERS, MILLETS
GRASSES, FORAGE SEEDS, SEED GRAINS, PEAS, BEANS AND SCREENINGS.
P. O. ADDRESS: LOCK DRAWER 1546
OFFICES: 3444 RAILROAD AVE. SO.
SEED ELEVATOR & WAREHOUSES: 34TH TO 35TH STS. & R. R. AVE. SO.
GRAIN ELEVATORS & WAREHOUSES: 35TH TO 37TH STS. & R.R. AVE. SO.
MINNEAPOLIS, MINN.

**KELLOGG SEED CO.**
186-194 FLORIDA STREET : MILWAUKEE, WIS.
CLOVER, TIMOTHY
::GRASS, SEEDS::
Please Figure with Us, when you wish to Buy or Sell

We Buy and Sell All Kinds o Grain
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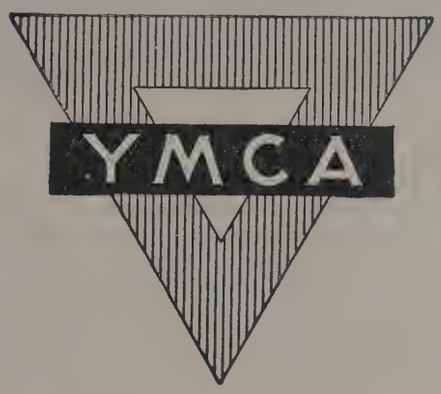
SIMONDS-SHIELDS-LONSDALE GRAIN CO., Kansas City, Mo.

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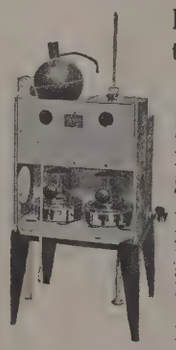

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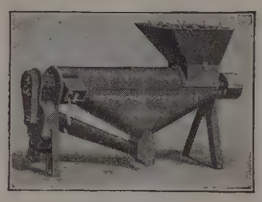

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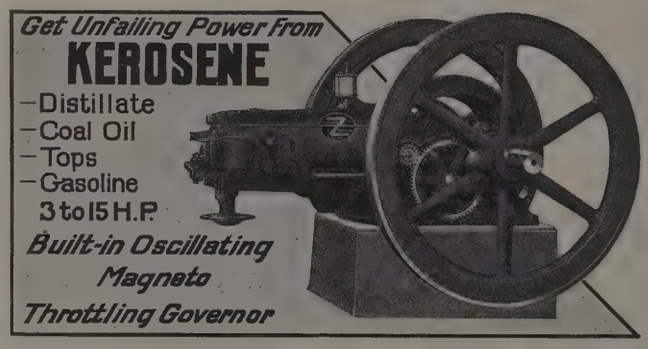


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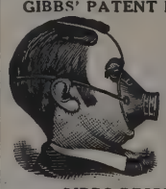

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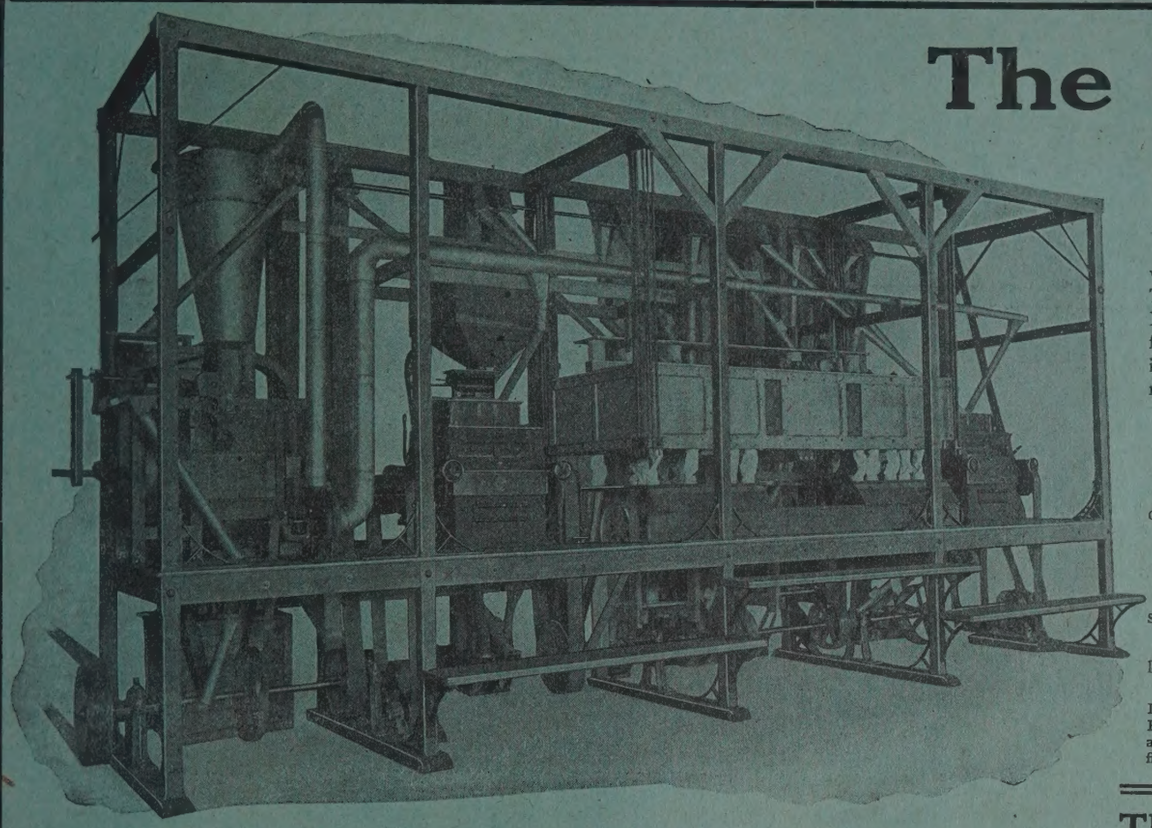

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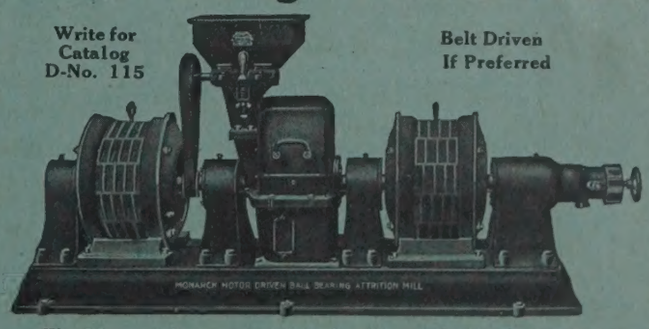


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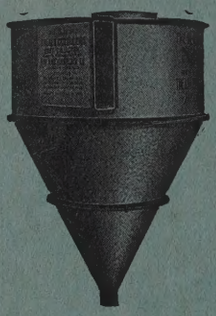

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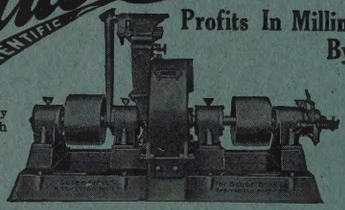

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